VOL. CCXXXIII, No. 3033
TWO SHILLINGS AND SIXPENCE

Fit "TripleX"- Regd and be safe

THE SPHERE
With which is incorporated "BLACK & WHITE"
MAY 17, 1958

The SPHERE

with which is incorporated The GRAPHIC

– THE WORLD'S NEWS IN PICTURES

McVITIE & PRICE

Makers of Finest Quality Biscuits

EDINBURGH · LONDON · MANCHESTER

Apollinaris is the natural mixer with Scotch...

ask for a Scotch and POLLY

"King George IV"

OLD SCOTCH WHISKY

THE DISTILLERS AGENCY LTD. EDINBURGH · SCOTLAND

Lindt

THE CHOCOLATE OF THE CONNOISSEUR

Fortnum & Mason

F M

for the fundamentals and the frills

Drambuie

THE DRAMBUIE LIQUEUR CO., LTD., YORK PLACE, EDINBURGH.

WILLIAMS & HUMBERT'S

DRY SACK REGD.

The World Famous Sherry

SPAIN'S BEST

MORNY

of Regent Street · London

FINE SOAPS · MATCHING BATH LUXURIES · PERFUMES

ALL CLASSES OF INSURANCE TRANSACTED

CAR & GENERAL INSURANCE CORPORATION LTD.

83, PALL MALL, LONDON, S.W.1

PUBLISHING OFFICE: INGRAM HOUSE, 195-198, STRAND, LONDON, W.C.2

Registered as a Newspaper for Transmission in the United Kingdom

FOR POSTAGE RATES SEE FRONTISPIECE

PRICE 2/6

Schweppshire LADS

FELIX PERIMETER

Of all the examples of *Schweppshire Lads who Made Good,* few teach a simpler or more cogent lesson than the story of Felix Perimeter.

Nobody liked him at school and his teachers in particular loathed him; for Felix was always saying "No." "Keep your hands clean," said his Kindergarten Form Mistress.

"No," said Felix. "The tactile approach is awf'y 'portant."

Obviously destined for the Army, he did well until Colonel Gravy, of Ballistics, told him that after three years he ought to be able to multiply 2x by 2y. "No," said Felix. "You are asking me to elaborate an abstraction before I have been made to comprehend the concept of fluid measurement on which algebra is founded."

Obviously destined for the pen, Felix yet did badly by always sending in the wrong stuff for the right paper and vice versa. To the Editor of the Dry Fly Fisher's Gazette, for instance, he often sent 5,000 words on the "Lack of Anthropomorphism in D. H. Lawrence's Animal Poetry, Part I". "Unsuitable," said the Editor. "No," wrote Felix, posting Part II. Success came when Coke, of Personnel, made Felix salesman in the china department of Hipmaster's Store, to help clear the 1922 stock of Spanish Galleons painted with a chocolate porcelain finish on a nickel base. "Your 'No' approach has emptied the shelves," said Coke. "No," said Felix and thereafter started to say Yes. This change of personality did him no good. Women customers liked it, but our illustration of this phase of Felix shows that his personality lost much of its independence.

The end is well known. Forcibly promoted through the executive ranks, he finally became P.R. Advisor to Hipmaster Subsidiaries where his salary is now so high, that he has to live in Switzerland in order to earn it, where of course he can't earn it, so that he has no salary.

Written by Stephen Potter; designed by George Him

Now is the time to go all out for

'TRICEL'

Summer Underwear

These garments of cellular weave are made from 100% 'Tricel,' most versatile of the man-made fibres. They are beautifully soft with a natural finish, cool, easy to wash, quick to dry, resist shrinking and comfortable to wear.

Trunks with elastic waistband . . 10/-
Vests, athletic style 12/-

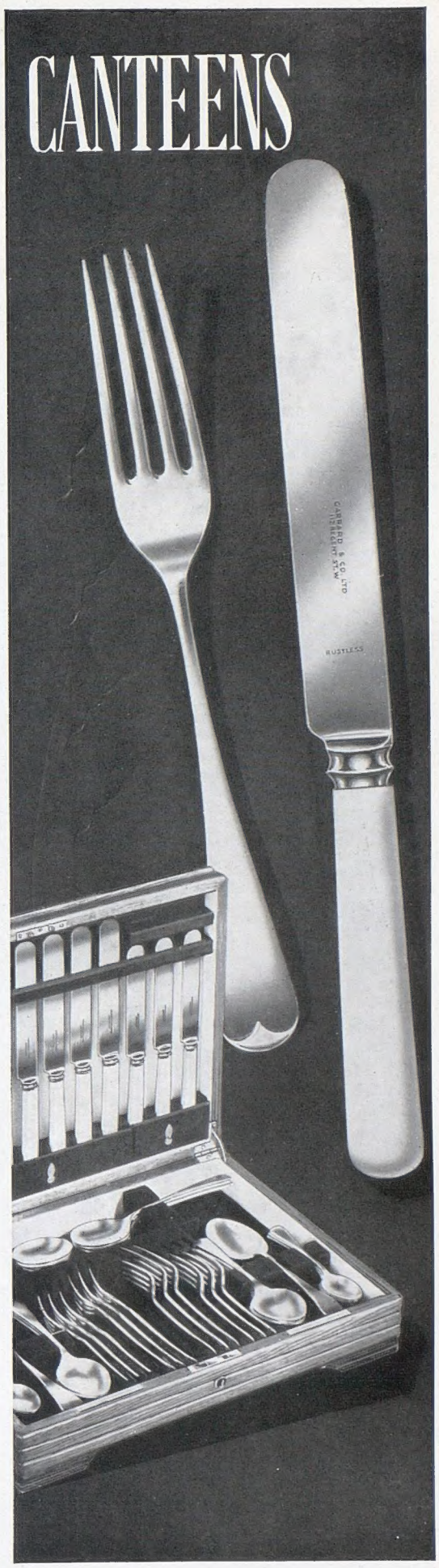
HORNE BROTHERS · LIMITED

415/417 OXFORD STREET, LONDON, W.1
Branches throughout London and Principal Cities

GARRARD

BY APPOINTMENT
TO HER MAJESTY
THE QUEEN
GOLDSMITHS &
CROWN JEWELLERS

CANTEENS



Polished Oak Canteen fitted with Regent Plate "Old English" Spoons and Forks and oval Xylonite handled Rustless Steel Cutlery.
(44 pieces). £25.0.0

48 page Catalogue of Regent Plate sent upon request.

GARRARD & Co Ltd
crown jewellers
112 REGENT STREET
LONDON W.1

FORMERLY THE GOLDSMITHS & SILVERSMITHS COMPANY LTD.
TELEPHONE: REGENT 3021

CONDITIONS OF SALE AND SUPPLY.—This periodical is sold subject to the following conditions, namely, that it shall not, without the written consent of the publisher first given, be lent, resold, hired out or otherwise disposed of by way of Trade except at the full retail price of 2s. 6d., and that it shall not be lent, resold, hired out or otherwise disposed of in a mutilated condition or in any unauthorised cover by way of Trade, or affixed to or as part of any publication or advertising, literary or pictorial matter whatsoever. *

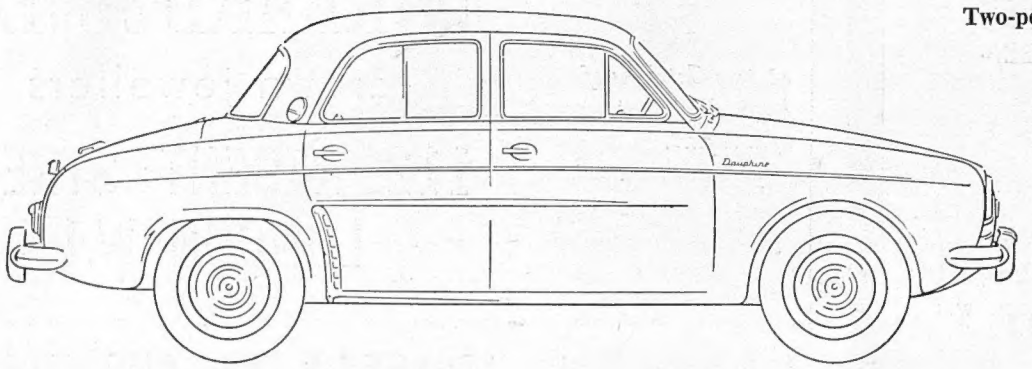
Dress by Madeleine de Rauch at Woollands

SENSATIONNELLE
(SOMETHING RATHER SUPERB)

With natural French flair for fashion, this Paris model creates an atmosphere of charm, elegance and delight wherever she goes. And no wonder—for she's a Renault Dauphine, the most sprightly and exciting of Continental cars. Do you remember how she won the Monte Carlo Rally against all comers? Swift on the open road and oh, so easy on the petrol, she makes driving a real pleasure—even in town!

RENAULT Dauphine

Price: £796. 7. 0. (inc. p.t.)
Two-pedal control optional



Fully assembled by RENAULT LIMITED · WESTERN AVENUE · LONDON · W.3

CVS-335

Volume CCXXXIII No. 3033

The SPHERE, London, May 17, 1958

The SPHERE

with which is incorporated THE GRAPHIC

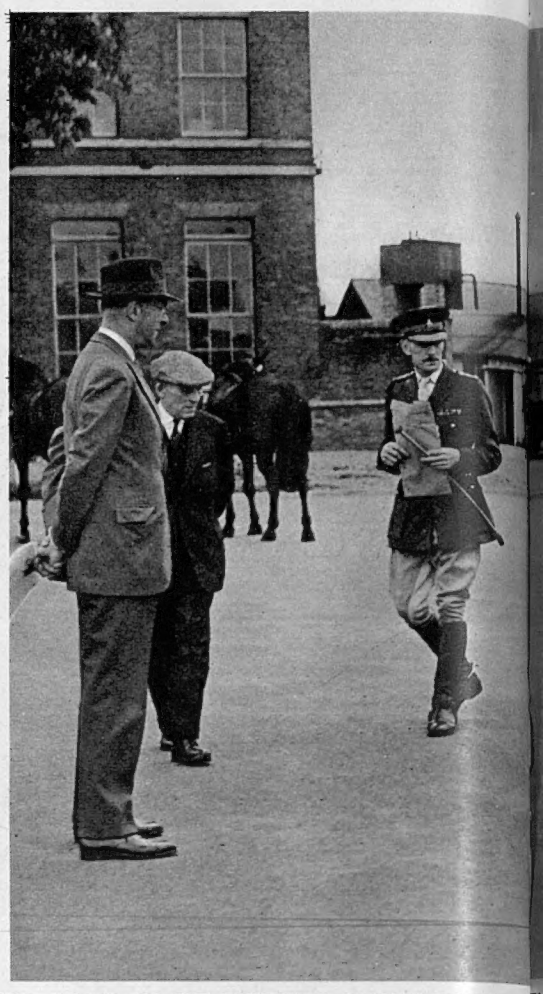
© 1958. Illustrated Newspapers Ltd. *All Rights Reserved.*

THE CONQUEROR OF ANTARCTICA RETURNS HOME—SIR VIVIAN FUCHS WITH HIS WIFE AT SOUTHAMPTON : The leader and members of the expedition to make the crossing of Antarctica over the South Pole were accorded a tremendous welcome when they arrived at the Ocean Terminal last Monday. After a civic reception, the Polar explorers went by special train to London. At Waterloo station there was another enthusiastic reception. Then they drove in triumph to the Royal Geographical Society's headquarters in Kensington.

"It was a great party in every way." Thus Dr. Fuchs, with typical modesty, described the historic success of the British Commonwealth Trans-Antarctic Expedition as he stepped ashore from the liner *Rangitoto* at Southampton. It was a year-and-a-half since he had set sail from England in the *Magga Dan* for his attempt to fulfil the dream of Sir Ernest Shackleton and cross Antarctica over the South Pole. Fuchs carried out the journey of 2,150 miles in 99 days—from November 24, 1957, to March 2, 1958. He used dogs as far as the Pole and mechanised vehicles for the whole distance. One of his Sno-Cats is being publicly exhibited in Trafalgar Square, London. At Southampton last Monday the British explorers were given a civic reception. When they arrived at Waterloo Station, in London, they were met by the Mayor of Lambeth, the Commonwealth Relations Secretary, Lord Home, the High Commissioners for Australia and South Africa and the Acting High Commissioner for New Zealand. They were cheered as they drove through the streets to the Royal Geographical Society's headquarters. The leader of the expedition was knighted by the Queen on Thursday.

Postage—Inland, 4d. ; Canada, 1½d. ; Elsewhere Abroad, 4½d.

PREPARING FOR THE WINDSOR HORSE SHOW: At the barracks at Combermere, horses are led before the judges during the preliminary round for the Household Cavalry Remount class at the Royal Windsor Horse Show. This is a new class at the Show in the Home Park of Windsor Castle, which ends to-day (Saturday, May 17).



THE JUDGES FOR THE HOUSEHOLD CAVALRY REMOUNT CL... A. M. A. Baillie (second from left) inspect one of ... Windsor Horse Show this year has included spectacu...

A London Newsletter

195-198, STRAND, W.C.2

Premier's Optimism—"*Mon métier à moi, c'est d'être roi,*" is a saying attributed to Edward the Peacemaker—and he did it very well. No less certainly, the *métier* of a modern Premier is to be an optimist. He is the dresser of two shop-windows—Britain's big window and his Party's smaller but important window. And triumphant optimism was the keynote of Mr. Macmillan's speeches to the Royal Academy V.I.P.s and to his Parliamentary supporters. Everything in the garden of Britain is lovely. Just a few days of sunshine and "with a little bit of luck, just a little bit," the whole pageantry of colour and wealth of bloom will burst out, and our garden will be a lovesome thing, God wot. He said that every prospect pleases and was statesmanlike enough not to add that only man is vile. Yet sometimes he must think so. He must think so (as I do and other smaller men) when he swallows his daily dose of Nasser's triumphant and smirking face, and Khrushchev's grin, and Mintoff's tergiversations and Eoka's threats and the busmen's holiday and the pending claims for more money, and all the promises of further trouble in a troubled world out-shadowed at the conferences of newly-enfranchised nations, and the hoisting, the waving and the singing of the Red Flag in "orderly" Britain. It must take a confirmed optimist to pin his faith on "just a little bit of luck" in the political weather to make everything lovely in the garden on opening day. But pessimism butters no parsnips and confidence is a window-dresser's trump-card. The pound sterling would be taking the plunge to-day if an angry young man or a tired old-stager had stood in for the Premier at Burlington House and in the House of Commons in recent days. Ministers are right to trounce those who overlook our national achievements since 1951, but their own optimism must not overlook the magnitude of obstacles and chances that may defer the harvest.

Cousins' Last Card?—I doubted very much that Mr. Cousins had played his last card, even in the London busmen's dispute, when he appealed to the Minister to use his good offices with the London Transport Executive in favour of accepting the Union's suggestion to throw over the authority of arbitration and to come down on the men's side for the sake of peace at any price. But he certainly played a very weak card. For some time he had been aware that a strong minority at least among his men were utterly opposed to the strike. Any enquiring member of London's travelling public was made aware of that if he exchanged a word with the conductors, as I did. Earlier he had counselled moderation, but counsel is one thing; the power of leadership was wanting. If the Government had surrendered to the proposed "compromise," I think it would have dug its own grave. Arbitration, once accepted by both sides, is sacred. Otherwise industrial relations are sheer chaos and lawlessness. But arbitration with the option of refusing acceptance of the findings should never have been accepted by both sides. However that may be, a Government which surrenders to the claims of one side in the face of the accepted authority for settlement deserves to be buried. Mr. Cousins is a shrewd man and I cannot believe that he had any belief in the power of his "last card." He could not have rated so low the common sense of the Government. If he did, he was nodding. If he did not, he was pretty desperate and clearly recognised that his Union has played a dangerous and an ill-judged game which has done nothing to restore the weakening prestige of trade union chiefs. There remains, of course, for him the need for personal face-saving which usually implies hard words and heady threats for the future. On the result of a damaging, futile strike for a small sum, the issues of many more claims for higher pay and shorter hours, and indeed the hopes of the Government's fairly successful efforts to halt inflation and save sterling, may well depend now. But to call it a deliberate attempt by the Government to bring about a "show-down between Government a... the 'workers'" can carry conviction only among a sm... minority of this nation. The London busmen, willy-nil... are risking the loss of further custom in a declining mea... of livelihood.

The Shape of Things to Come.—... doubt TV is an advertising medium which Party po... ticians cannot afford to neglect, but they should empl... it with their eyes open, for they can never know wheth... the results will bring them in more custom than th... lose. Many people thought so (and some said so) aft... viewing Mr. Gaitskell and "his supporters" in a T... debate on the bus strike. That interview and questio... time in Parliament confirmed for many viewers wh... would have been the outcome if Labour had been in offi... in April and May 1958, and what will be the merry ar... vicious spiral of countless claims for more money an... less work if and when Labour rules again. For politician... of all colours who engage in such propaganda und... TV rules, the greatest danger lies in lack of rehearsa... They need to know exactly what their little cast is brief... to say. A single gag, an unexpected aside or *obiter dictu...* may put them in an awkward position. Mr. Gaitskell... must have been embarrassed and quite unprepared wi... his appropriate gesture or reaction to several such remark... let fall by his fellow-actors, which left the clear impressio... on his audience that when Labour rules, the nation ... to be strictly divided into two camps, the Governme... and the "workers" on one side, the drones, the capitalis... and the Tories on the other. The political and occupation... colour-bar in action, the "white race" *in excelsis*, t... coloured in eclipse and in chains, the "poor whites"... ground to powder between them. Indeed, the pictu... may strike even the Shadow Cabinet as too ugly to ca... the wobblers, and it would not surprise me if the pol... statement at their autumn Conference attempts to sof... its crudest lines. Perhaps it will be "all right on t... night." Perhaps "cricket" as she is played at Winches... and New College will triumph. Early rehearsals oft... cause concern alike to producers and invited audience... Yet I hope, if we are too apathetic to vote in local ele... tions, we shall turn out at the next General Electi... with sufficiently vivid memories of how the Opposition... exploited this sorry strike and of the shape of things t... come if they return to power.

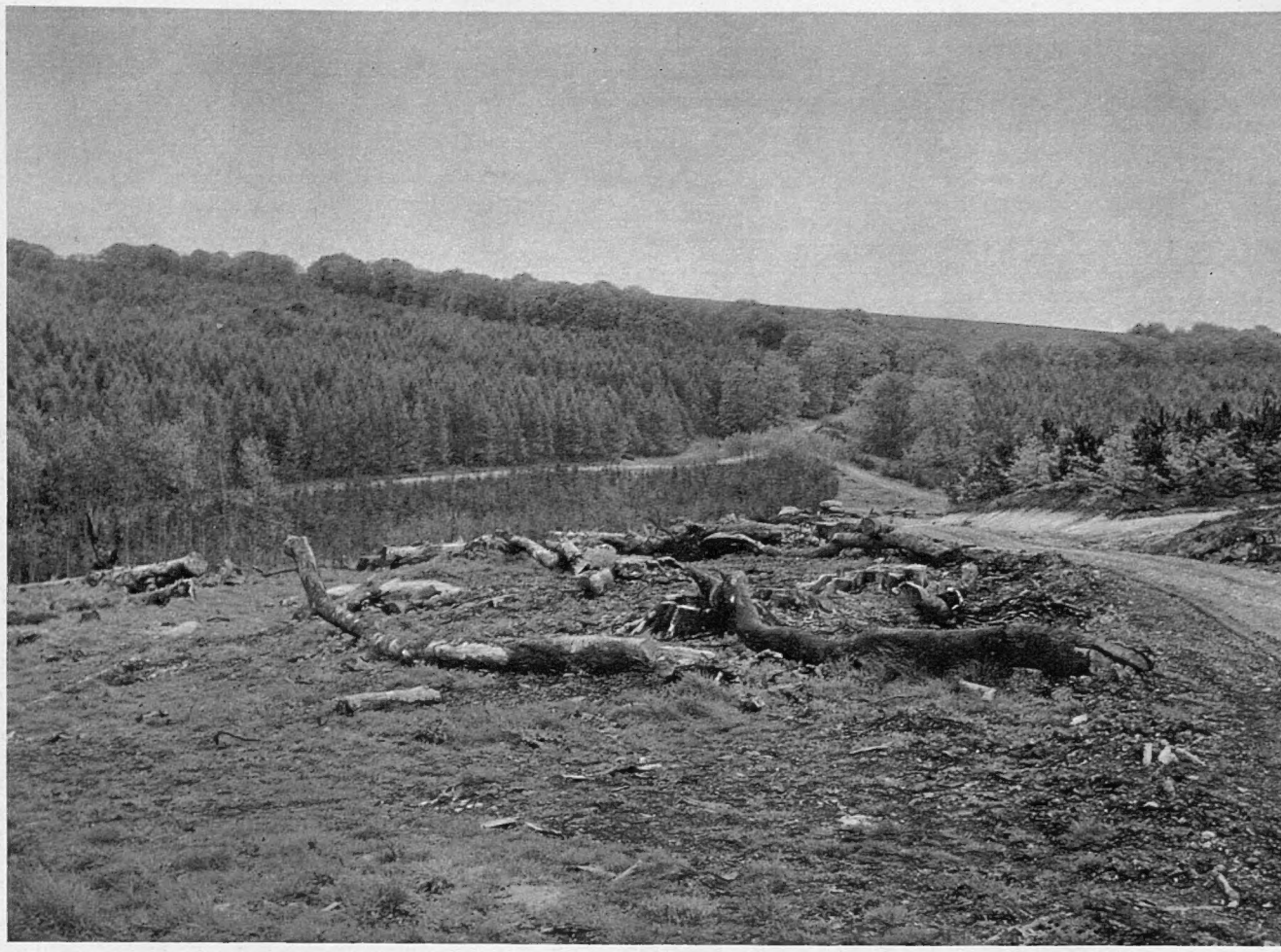
The Failure of Statesmanship.—I re... to two memoirs—political and diplomatic—by publ... men, both posthumously published: Lord Vansittart's *Mist Procession* and Lord Percy's *Memories*. The first...

RATES OF SUBSCRIPTION TO "THE SPHERE"

Orders for subscriptions should be handed to any bookstall or newsagent, or addressed to the Subscription Department, THE SPHERE, Ingram House, 195-198, Strand, London, W.C.2. All terms below include postage.

Published Weekly 2/6	3 MONTHS (*No Extras*)	6 MONTHS (*Without Xmas No.*)	6 MONTHS (*Including Xmas No.*)	12 MONTHS (*Including Xmas No.*)
Gt. Britain and Eire	1 17 6	3 14 0	3 18 6	7 12 0
Elsewhere Abroad ...	1 18 0	3 15 0	3 19 6	7 14 6
Canada	1 14 6 (or $5.25)	3 8 0 (or $10.0)	3 12 6 (or $10.50)	7 0 6 (or $19.50)
U.S.A.	$5.75	$11.00	$11.50	$22.50

Duke of Beaufort (extreme left) and Major the Hon. ses at the barracks during the preliminary round. The nonstrations as well as the important equestrian events.



FELLING TREES ON THE DUKE OF NORFOLK'S ESTATE IN SUSSEX: Centuries-old beech trees on the 30-acre Whiteways plantation in the Home Park at Arundel Castle are being felled and sold in quantity. This is because the beeches had become over-mature and were blowing down during winds. New young beech trees will replace the gaps.

ery long, the second short. Lord Vansittart put into his ook all his vast experience of the inner workings of abinets, and it deserves the absorbed interest of readers. ord Percy (better known as Lord Eustace Percy) has an dmirable style and writes with a rare distinction and ith a true humility and impartial honesty beyond praise. ach man has given very interesting character studies of he leading politicians of his time. Percy's on Baldwin nd on Lord Lloyd are of peculiar interest. These studies rom different hands differ greatly in their estimates of ontemporary statesmen. The only point I wish to make ere is that these two political memoirs appear to me o be all the proof we need of why the reputation of ritish Governments has fallen so low in public estima- ion in our time. Since the dawn of the century, the roblems of civilisation have been altogether too big for he statesmen of the time. Even the one or two excep- ional men have proved no more than lucky guessers in continuous game of Blind Man's Buff. Courage, per- aps, combined with luck, saved them from the "general st" of failure. A century throws up no more than two r three super-men. The world could have done with a core in the last fifty years. History is largely shaped y men of ordinary ability and it would be unfair to ondemn our twentieth-century statesmen for failing to chieve the impossible. But the proofs that they failed re made clear in every newly-published political memoir.

"Safe as the Bank."—In the last six months ash, securities and treasures worth nearly £150,000 have een stolen *in situ* or in transit from Greater London banks n three major enterprises, and a great deal more in smaller nterprises. Internal precautions against theft have lways been an essential part of bank management and n recent years, owing to the success of bank robbers, have verywhere been tightened up. Still more so when bank oney is in transit and the opportunities much more avourable to thieves. In the latest successful raid on the Vestminster Bank during a transfer of money, no fewer han five bank employees were guarding the money in the an and were overcome by five miscreants. Unknown to he bank officials, their regular driver had already been idnapped by the gang, who substituted one of their umber. This bogus driver was accepted without question hen he called at the bank for the money and the guard. he thieves once more got clear away, employing the now ustomary technique of switching and abandoning vans. don't know how the police or the Home Office react o this now sickeningly successful technique. Robbery- nder-arms in London seems as easy as falling off a log. he general public are liable to be haled before the Beak they carry a weapon no more offensive than a paper- nife. Long since, their war relics in the form of revolvers ave been taken from them. But London is becoming as lively" as the Wild West, and bankers and jewellers are n the category of dangerous trades. If we are forbidden o defend our own lives and property with adequate tools, he Government should take measures on our behalf, nd it might do worse than to examine the possibility of rving out masks and pepper-pots or tear-gas containers to bank guards and cashiers or calling in the electricity experts to devise a push-button "freezing" plant to hold-up the raiders of vans and safes. Absurd? Well, conventional precautions are getting us nowhere.

G.P.O.: P.R.O.—I am still feeling a little sore over that "little unpleasantness" at Mount Pleasant and other postal centres in London which during two or more weeks resulted in letters posted in London's "suburban" counties taking from three to five days to reach addresses in London, W.C. I feel that the P.M.G.'s P.R.O.s have been a little too complacent over the grievances expressed to them at the time and too slow to supply the reason for those deplorable lapses. As a result, many country-town and village post offices were quite unjustly suspected. And now have come out into the open complaints from firms in the Paddington area of the loss or non-delivery of their parcels over a period of *months*. Investigations are now going on and the matter is *sub judice*. But it does appear somewhat complacent of the G.P.O. to have suffered these complaints to snowball for so long a time before announcing that an investigation was on foot and that preliminary safety measures had been taken. The postal services of our country have a fine record of punc-tuality and efficiency, but the public to-day pays very highly for them—so highly, indeed, that people have to ask themselves whether this letter, or that parcel or that telephone call is "really necessary"—and we are entitled to expect from the P.M.G.'s "spokesman" more punc-tual and practical sympathy when things go wrong. That is the function of the modern P.R.O. of Government departments—to keep the public sweet and to explain to us clearly how their departments work and punctually to indicate any reasons for a breakdown of normal services.

Carnival.—Blow up the trumpet in the new moon! Ring up the curtain on our summer carnival and pageant. Spring and summer have made a hasty marriage after the birth of twin sons (or two sunny days) and off we go on our annual holiday—busmen's holiday or no—away from politics and nuclear nuisances and fiscal worries. From now until the end of August, our V.I.P.s will be jockeys and cricketers and golfers and tennis players, and our pin-ups bathing girls. It will only be the sporting headlines which interest us. Last year we had a whole month of summer—June. This year our ration seems likely to fall in May. It has started well enough. But whether the promise of the next four months is to bring us flooded cricket-grounds, wind-swept links, deserted esplanades, cancelled race meetings and washed-out village fêtes or whether the summer of 1958 will prove a typical old-fashioned English summer of eternal cloudless days (which fond old men remember), our carnival will go on, our holiday from serious matters will not be shortened or cancelled by anything short of world war. It is the Briton's habit to grumble and worry and make trouble in winter and to be serious about trifles in the summer months. Politicians and policemen should be thankful for this national trait. It makes the herd of pigs much easier to drive to market, especially if the sun shines. The fewer clothes we wear, the more "decent" we become. Take away our braces and we are much less likely to break away from our warders.

Inner Temple Library.—I paid pious pil-grimage to the newly-opened Inner Temple Library, which was finely illustrated in THE SPHERE of May 3. In its prede-cessor, I painfully laid the seeds of learning for my Bar exams and during a brief career as a barrister, and though I still profit by some part of my harvest, my memories of the older building are of dust and darkness and depression of spirit. All that is changed. Good has come out of evil. The new Library is lined with gleaming English oak, light flows in from a score of recesses in the galleries and on the main floors, and cheerful pastel shades have replaced sombre utility tints on unpanelled walls. And the shelves are filled nearly to capacity with old volumes, many newly-bound. All this was very cheer-ing. Still more so to me was the use to which the Library is being daily put. For it is in microcosm an ideal of world fellowship, where colour-bars are unknown and knowledge acknowledged as the birthright and aim of mankind—and womankind. The recess held spellbound a little dusky Princess from some far Eastern isle, the next a freckled student from the North; there were woolly black heads and bald heads and smooth sable heads bent over *Anson on Contracts* or disquisitions on Torts or Roman Law or Real Property Law or Law Reports. It was a miniature idealised Babel—orderly, graceful and peaceful—and the common language of the Law and the common aim of acquiring knowledge made it so.

"Speak, Hands, for Me."—There is nothing new in art or literature in securing a "certificate of merit" for a picture or a new book through a calculated campaign of advance publicity or even by a more chancy approval of a critic or group of critics. That is to say, the general public will flock to see or to read a new picture or new novel and will accord it high merit. After all, that is what the publishers' blurbs for ever seek to achieve in the highly competitive book trade. No better instance could be cited than the recent organised furore over a rather turgid American novel, or our nine-month gestation of *My Fair Lady*. The congestion in Gallery VII at Burling-ton House before Merton's "Lady Dalkeith" has been due in part to the Hanging Committee's decision to ear-mark it as "the picture of the year." Where now (and how priced) are the "pictures of the year" of the last twenty Academies? There are very few modern portraits one could "live with" comfortably for a dozen years. And though Lady Dalkeith's charming profile will con-tinue to hold its appeal wherever it hangs, the hands which the artist has given her are another matter. The hands which form a clumsy grill before Mr. Merton's portrait of Lady Dalkeith are, I am sure, not her hands or any normal hands ever furnished by nature and adorned by art. They do no credit to the artist, to the subject or to the Hanging Committee.

THE OLD STAGER

"SCEPTRE'S" FIRST CREW TRIALS: *Above*—A close-up view of the British challenger for the America's Cup sailing during the first day of her preliminary crew trials in the Solent. Sitting underneath the deck sheltering from the rain are some of the crew. *On right*—*Sceptre* ploughs her way through the choppy waters as she shows her paces. One of her main features is the large crew's cockpit which makes the working of the yacht and the handling of the sails easier for the crew, and keeps their weight and that of the big winches as low as possible. Throughout last week-end, the 12-metre challenger was out in the Solent with her sparring partner, *Evaine*. At the end of the first day of crew trials, Mr. H. L. Goodson, chairman of the Royal Yacht Squadron syndicate financing the vessel, said that the yacht appeared to be sailing a good deal quicker to windward than her pace-maker. At the end of what was virtually her first real race, *Sceptre*, carrying a reefed main-sail and small genoa, comfortably beat *Evaine*, in spite of the latter's full spread of canvas.

"SCEPTRE" IN THE SOLENT

The British Challenger for the America's Cup has her First Crew Trials

HEELING TO A BRISK BREEZE: Two views of the yacht in the Solent. The present series of crew trials is expected to continue until the end of May, when *Sceptre* will be slipped at either Gosport or Southampton for repainting.

THE EMPTY AND IDLE BUSES: In the London Transport garage at Stockwell stand some of the buses affected by the London bus strike. In a complete stoppage which began on May 5, 5,600 Central London buses, 1,400 trolleybuses, 1,000 country buses and 320 coaches, a total of 8,320 vehicles, were laid up. Nearly 50,000 busmen and women went on strike. A daily average of 8,353,000 passengers have been affected, although fears that it would be impossible for many workers to reach their offices in time proved unfounded. There were many more cars on the roads leading into London. With the easing of parking restrictions and the staggering of office hours traffic has been able to move with comparative freedom. Although the Underground trains were more crowded during the evenings, and there have been delays due to congestion, it was easier to travel during the morning rush hour than before the stoppage. The cause of the strike was the union's rejection of an arbitration award of 8s. 6d. a week more for Central London busmen only, and nothing for country service and maintenance workers. The London Transport Executive refused the Union proposal of a 6s. 6d. increase to be given to all the bus workers. The union subsequently demanded an increase of 10s. 6d. for all workers.

THE LONDON BUS STRIKE

Workers Find Other Means of Transport

WALKING TO WORK: Crowds of workers in the City of London cross London Bridge on the way to their offices. Others were picked up by cars displaying "free lift" signs. No moves were made during the first days of the strike by either side in the dispute. The bus strike was overshadowed by the railway crisis.

On right—

DEFYING THE STRIKE: A West End firm organises a public free-lift service with a converted van. The vehicle takes about twenty passengers at a time on a route from Piccadilly Circus to Oxford Circus, Hyde Park Corner and back again to Piccadilly Circus.

ON THE HORSE GUARDS PARADE: While only those holding Government passes are allowed to park in this area, there are many more cars during the bus strike. Many people travelled to work by car who formerly used the London buses. With no settlement in sight at the beginning of this week, it was feared the strike might continue for some time.

QUEUING FOR THE UNDERGROUND: Workers in South London wait for some time before they can buy tickets for Northern Line trains to the City and West End. Queues were also reported in the early morning period at other stations on the Northern Line. There were delays in the evening through the cumulative effect of the rush period being extended to 7 p.m.

DEMONSTRATION AGAINST AMERICA IN LIMA

Vice-President Nixon Stoned by Students in Peru

HEADING FOR SCENES OF VIOLENCE : Mr. Richard Nixon, the Vice-President of the United States, waves from the back of an open car as he drives through Lima. During his visit to the Peruvian capital he was concerned in demonstrations in which stones were thrown at him.

Before Mr. Nixon reached Peru on his tour of South America, he had had evidence of feeling against the United States in some of the other South American countries. But it was in Lima that this anti-Americanism came to a climax. After the Vice-President had laid a wreath in the form of a United States flag at the foot of the statue of José de San Martin, a leader of Spanish America's struggle for independence, a crowd, believed to be Communist-inspired, appeared and ripped the wreath to pieces. As Mr. Nixon moved on to San Marcos University, where he was due to address students, the throng became still more hostile. Banners with anti-American slogans were raised and stones, bottles, eggs and oranges were thrown at the Vice-President, whose neck was slightly grazed. Although he stood his ground for some minutes, he had eventually to give up his attempt to enter the University. Mr. Nixon's dignified behaviour in these extremely difficult circumstances has earned him the respect of his political opponents in the United States as well as increasing his reputation in his own party.

ON THE WAY TO HONOUR A NATIONAL HERO : Near the statue of José de San Martin, a leader in the fight for Spanish American Independence, Vice-President Nixon finds the crowds are still comparatively friendly.

AN ANTI-AMERICAN OUTBURST : The picture by radio shows the crowds outside the San Marcos University carrying banners with such slogans as "Go Home, Nixon." Stones were hurled at Mr. Nixon when he arrived to address students and he had to abandon the meeting.

THE NEWS IN PICTURES

THE QUEEN IN LEICESTER: Her Majesty, followed by the Duke of Edinburgh, shakes hands with Mrs. L. Hunter, wife of the Pro-Vice Chancellor of Leicester University, in the new Percy Gee University building which the Queen declared open. On the right is Lord Adrian, Chancellor of the University. The Queen and the Duke spent a day in the city and also visited the factory of N. Corah (St. Margaret) Ltd., as well as attending a reception at the De Montfort Hall. Before leaving Leicester they appeared on the balcony of the Town Hall to wave to the crowd.

ROYAL VISIT TO NORTHERN IRELAND: The Queen Mother inspects the band of the Royal Marines after her arrival at Bangor in the Royal Yacht *Britannia* at the start of her three-day visit to Northern Ireland. In Belfast she attended a Parliamentary Reception at the Houses of Parliament and a Banquet at Government House. Last Sunday during the journey back to England, Her Majesty visited Lundy Island in the Bristol Channel.

On right—
RUSSIAN ACTORS ARRIVE IN ENGLAND: Members of the Moscow Art Theatre Company are welcomed at Stansted airport, Essex, on their arrival in a TU 104 airliner. They are taking part in a four-week season at Sadler's Wells. Among those at the airport to welcome the Russians were Christopher Mayhew, M.P., Diana Wynyard and Paul Scofield.

A STAR FROM MOSCOW: Alla Tarasova plays Madame Ranevskaya in the production of *The Cherry Orchard* at Sadler's Wells. This is the first visit ever to be made by the Moscow Art Theatre to Britain. The programme includes three plays by Chekov and the performances of all the plays will be in Russian.

"SIEGE" OF AN ITALIAN PROTESTANT: Signor Umberto Righetti, elder of an Italian Protestant sect called the Assembly of Brothers, leans out of the window of the flat at Fondi, South Italy, the entrance to which had been bricked-up by his Roman Catholic landlady. She had done this because the flat had been used for religious services. Signor Righetti appealed to the Ministry of Fine Arts to construct another entrance. The Ministry first agreed, but then cancelled their order when it was discovered that the building was listed as an ancient monument. While lawyers debated how to extricate him, Signor Righetti's flock hoisted provisions on a bucket-and-rope system. He has since been freed

AN EARLY EL GRECO PAINTING FETCHES 36,000 GUINEAS: A painting of "Christ Healing the Blind"—a canvas 46 ins. by 57 ins.—is held aloft during the bidding at Christie's. The picture, which had at first been catalogued as a Veronese, is believed to be an early work by El Greco. It was sold for 36,000 guineas to Thomas Agnew and Sons. The picture, which has been in a private collection in England for several generations, was last seen in public when it passed through Christie's in 1888 from the William Rennie Collection. It was then catalogued as a Tintoretto and realised 17½ guineas. This year it was recognised by experts as something of possibly greater importance than a Veronese.

THE NEWS IN PICTURES

OPERATIONS IN ADEN: A machine-gun team of the Royal East Kent Regiment (the Buffs) fires at positions held by rebel tribesmen on the slopes of Jebel Jihaf, near Fort Assarir, in Dhala State, in the Aden Protectorate. This 2,000-ft. mountain had to be scaled in the advance to the relief of Fort Assarir. When the rebels had been cleared from around the fort, they were still occasionally active from hideouts on the mountain. On one day last week Government Guards on patrol there were attacked on the northern slopes which lie close to the Yemeni-Aden border. It was reported that Yemenis opened fire from their side of the frontier on the British troops. Previously R.A.F. Venoms had carried out a number of sweeps against Yemeni positions round the town of Qataba from which the rebels have frequently started their raids over the border.

A TARGET FOR YEMENI SHELLS: A British officer talks with Government Guards at Fort Sanah, in Aden. This strong-point had been shelled by guns over the border in Yemen.

On right—

AN ANXIOUS STATESMAN: M. Pflimlin, the M.R.P. leader, has reason to look grave as he drives away from the Elysée Palace in Paris. He had just accepted President Coty's invitation to attempt to form a new French Cabinet. He was due to seek approval for his Government list from the National Assembly last Tuesday. It was anticipated that his chances of success would depend on his attitude towards Algeria.

VICTORY ANNIVERSARY IN MADRID: General Franco (left) drives with General Barroso, the Spanish Minister for the Army, through a street in the Spanish capital during the parade marking the nineteenth anniversary of the end of the Civil War. It was in the late spring of 1939 that the Government forces collapsed after three years of fighting. Very soon afterwards General Franco assumed power as the Head of State. Current reports from Spain indicate that the Liberal opposition to the Franco régime is increasing.

A NEW GOVERNMENT FOR MOROCCO: In his palace at Rabat King Mohammed V of Morocco gives an audience to M. Ahmed Balafrej, the Secretary-General of the Istiqlal Party and charges him with the task of forming a new Government. Last year M. Balafrej was appointed Minister of Foreign Affairs in the Si Bekkai Cabinet, which recently resigned. On Monday last it was reported that M. Balafrej had formed a Government in which he would be Prime Minister and continue in the office of Foreign Minister.

A NEW WARSHIP FOR INDONESIA: President Sukarno (right) talks with an officer in the engine-room of the frigate *Sultan Hasanudin* in Jakarta harbour. She is one of two ships of her class ordered from the Ansaldo yard in Leghorn, Italy. At the beginning of this week the Indonesian Government was reported to be planning an offensive against the rebels in north Celebes. Negotiations for an armistice between the two sides appeared to have broken down.

THE NEWS IN PICTURES

THE NORTH ATLANTIC COUNCIL MEETING IN COPENHAGEN: M. Joseph Bech, the Prime Minister and Foreign Minister of Luxembourg, is presiding. On his left is M. Spaak, the Secretary-General of NATO, and on his right Hr. Hansen, the Prime Minister and Foreign Minister of Denmark. Mr. Dulles sits at the left end of the front row, with Mr. Selwyn Lloyd next to him. *On right*—M. Bech has a word with M. Spaak while Hr. Hansen is speaking and Mr. Dulles listens in a typically pensive mood.

On left—The climb to the Summit was one of the main subjects discussed at the NATO Council, and Mr. Khrushchev had only himself to thank if he felt that the Western Powers had closed their ranks and shown themselves more than ever sceptical of Russia's frequently-proclaimed desire for peace. The Foreign Ministers of the fifteen allied countries were unanimous in their irritation at the recent diplomatic capers of the Kremlin. They made it abundantly clear that they were willing to go to the Summit, but only on certain terms. Controlled disarmament is one of the subjects which should be on the agenda. And this should mean a start with limited disarmament, both in nuclear and in conventional arms and equipment. To stress this, the NATO Ministers declared that if Russia was unwilling to participate, they would "consider the possibility of carrying out their own studies and experiments on the technical problems of inspection and control."

The communiqué issued at the end of the spring Ministerial meeting of NATO in the capital of Denmark began with these words: "The Foreign Ministers of the fifteen NATO countries have deepened and strengthened their mutual understanding and unity of purpose. NATO . . . is becoming a true community of free nations." The close co-operation between the members, it was added, "is one of the most significant and promising events of our time."

THE NEW PRESIDENT OF ARGENTINA: Dr. Arturo Frondizi sits in his chair of office for the first time in the Congress building in Buenos Aires. In a joint session of Senators and Deputies at which representatives of fifty-eight nations were present, he took the oath to serve as President for a term of six years. Elections were held on February 23 to provide Argentina with a constitutional Government after two years under the revolutionary administration headed by General Aramburu. President Frondizi's inaugural message to Congress painted a gloomy picture of the country's present economic position.

THE TURKISH PRIME MINISTER IN FORMOSA: Mr. Menderes (second from left) talks with General Chiang Kai-shek in the latter's Presidential residence in Taipei. On the left is Dr. G. Yeh, the Foreign Minister of the Nationalist Republic. Mr. Menderes made a three-day tour of Formosa, during which he inspected the heavily armed forces on the island. Turkey is one of the very few countries which still recognises Chiang Kai-shek's Nationalist Republic as the Government of China. Apart from the United States and Turkey, most states of importance, including Great Britain, have for some time recognised the People's Republic under Mao Tse-tung.

THE NEWS IN PICTURES

A NEW STAND AT LORD'S : Sir Pelham Warner, almost hidden, at the microphone, speaks during the opening ceremony of the new stand, which is named after him, at Lord's cricket ground. On the far right is the Duke of Norfolk, the President of the M.C.C. In the informal ceremony, held in the tea interval on the first day of the match between Middlesex and Nottinghamshire last week, the Duke said that the club could pay no greater compliment to any man and none deserved it more. Sir Pelham Warner captained the M.C.C. sides in Australia in 1903 and 1911, and Middlesex 1907-20.

On right—

MR. GOMULKA IN BULGARIA : The First Secretary of the Polish Communist Party (on the left) shakes hands with Todor Zhivkov, Secretary-General of the Bulgarian Communist Party. Mr. Gomulka arrived at Sofia Airport on a visit to Bulgaria. From Sofia he will be going to Bucharest, in Rumania, and also to Budapest. The Polish leader's stay in Hungary will be watched with great interest.

A TANK IS USED IN A MAN-HUNT : A French tank pushes its way through a café in Besny-et-Loizy, in France, in an attempt to arrest Daniel Delobel, the café-owner. Delobel was wanted by the authorities on charges of the alleged murder of four people in Chauny, in Aisne, in Northern France. The tank was called in after Delobel had barricaded himself in his café and had shot at and wounded two policemen. Afterwards, in the ruins of the café, his body was discovered. French reports indicated that he had shot himself in the heart.

GENERAL ELECTION IN IRAQ : A voter has his name checked during the polling at one of the constituencies in Bagdad for the Iraq general elections. In only 27 of the 145 constituencies was there a contest, the Deputies to the new Chamber being in all the others unopposed. The election was a referendum on federation with Jordan. Ratification required a two-thirds majority by the old Chamber and by the new one. As political parties have been abolished in Iraq since 1954, the electors made their choice on the personalities and known record in public life of the candidates. The elections ended in victory for supporters of the Prime Minister. They won 130 of the 145 seats in the new National Assembly.

HOSTESSES AT THE TATE GALLERY : Sir John Rothenstein, Director of the Gallery, briefs three members of the secretariat of the new Society of "Friends of the Tate Gallery," who will also act as guides. They are, from the left : Lady Harriet Pleydell-Bouverie, Miss Penelope Colman and Miss Anne Massingberd-Mundy. The "Friends of the Tate Gallery" is an independent body for raising "spending money" to enable the Tate to keep its three national collections (British painting, modern foreign painting and modern sculpture) as representative as they should be, and to make up gaps caused by lack of funds.

THE FUNERAL OF THE IRANIAN AMBASSADOR : The coffin carrying the body of the late Mr. Ali Soheily is borne on a gun-carriage along the King's Road, Chelsea, to the Duke of York's Headquarters. Full military honours were accorded, and as the coffin was borne from 26, Prince's Gate it was escorted by detachments of the Life Guards, the 1st Battalion, Grenadier Guards, and the 2nd Battalion Coldstream Guards, with the regimental band of the Grenadier Guards and the pipes and drums of the 2nd Battalion, Scots Guards. The body was taken by motor-hearse to Northolt and was transferred to an aircraft for Teheran.

World Affairs

JAWAHARLAL NEHRU—THE WEARY TITAN

By JOHN CONNELL

AS the tranquil and splendid era of the Antonines came to its close it must have been difficult for anyone who had grown up in full consciousness of the security and plenitude so long assured to imagine what the world would be like when all this was gone. The same bewilderment beset middle-aged and even elderly Victorians as, on a January day in 1901, they watched the great Queen's body being borne to its last resting-place. Jawaharlal Nehru has not reigned as long as either the Antonine Emperors or Queen Victoria; but he is the survivor of those who created modern India; he has acquired stature as he has acquired experience, and for many years he has been quite solitary in his pre-eminence. It is difficult to conceive what India will be like when he goes.

He has lately made an attempt at retirement—or, at any rate, temporary withdrawal. He has been curtly rebuffed by the Secretary of Congress and reminded that it is his duty to stay in harness to the end. Was he serious about retiring, or was it just a characteristic way of warning Congress—of warning India as a whole—that one day he will be dead, and that they must make some effort to find a successor before it is too late? Nehru has not only made modern India; he sustains it by the incomparable magnitude of his personality; by his zest, energy and courage; by his vast capacity for work, his versatility and his vision. He is not only Gandhi's *chela*; he is, in his own right, one of the greatest men that India, in her long, eventful history, has ever bred.

He has his weaknesses: a persistent, edgy ambivalence towards Britain; vanity and impetuosity; and over Kashmir a fervour of filial love that is reckless of every consequence, illogical, blind and all-demanding. Yet India owes him her attainment of independence, and practically every result thereof, for good or ill, in the years since. India's position in the world to-day, poised as she is on a curious knife-edge of influence between East and West, is in fact, Nehru's position in the world. India's voice is Nehru's voice, and it is a good deal more moderate, more effective and less rancorous, now that he appears to have got the detestable Krishna Menon under control.

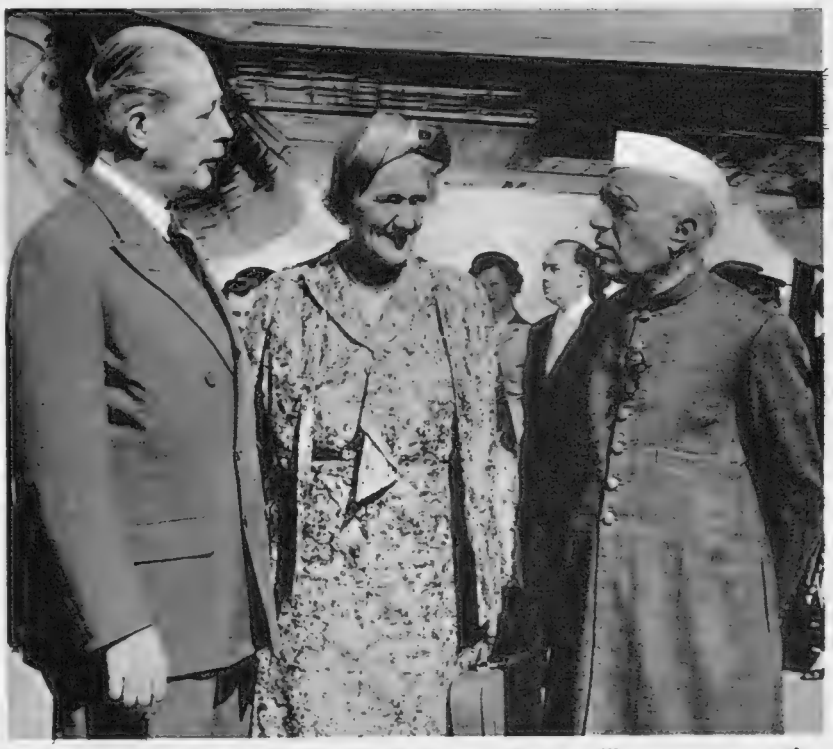
The eclipse of this personage I regard as one of the most heartening signs of the times. He is, and always has been, an enemomed and relentless enemy of Britain, even if on occasions he sought to mask his hostility with a certain wolfish courtesy. Nehru's attitude is at once more complicated and more respectable. Early in World War II, when the Indian Nationalist leaders were in the dumps and nearer losing their hold over the public opinion of their country than at any other time, Nehru wrote:

> In spite of my hostility to British imperialism and all imperialisms, I have loved much that was England, and I should have liked to keep the silken bonds of the spirit between India and England. These bonds can only exist in freedom. I wanted India's freedom for India's sake, of course; but I also wanted it for England's sake.

That is without doubt sincere. It is also, in British eyes (it was written in August 1940), almost intolerably self-righteous, priggish and sanctimonious. One of the most persistent of India's attitudes—of Nehru's attitudes—in world affairs, both before and since 1947, is this conviction of being so much "holier than thou." The Kashmiri Brahmin that Nehru is, is an inordinate prig. It is the result, I have come to believe, of an extraordinary combination of factors in his Hindu heritage and his British—Harrow and Cambridge—education and acquired culture. His teacher and master, Gandhi, was a sly, tortuous saint, but he was no prig. His closest political associate in the myth-building days, Vallabhai Patel, was a tremendous buccaneer, but without an ounce of priggishness in him.

Nehru, on the other hand, given a chance—British sins over Suez, for example, or French over Algeria—can give a first-rate imitation of Mr. Chadband. From the man who swallowed up the independent princely State of Hyderabad, who has maintained a decade's defiance over Kashmir, this kind of solemn curtain-lecture is extremely exasperating. Even the Americans, who have their own high-grade brand of sanctimony over certain aspects of international relations, have been known to writhe under Nehru's rebukes. Nehru himself, for all his charm and sensitivity, is unaware of the especial irritation he arouses when he is in this vein, for he is sheathed at all times in an impenetrable sense of his own moral rectitude.

Emotionally—and Nehru is an extremely emotional man—relations with Britain matter more to him still than any other aspect of international affairs. Harold Macmillan's visit to India during his Commonwealth tour was not merely a highly successful political occasion: it was steeped in an atmosphere of tender, joyful sentimentality—all reconciliation, hot, damp hand-clasps and sweetly scented garlands—remarkable to the Prime Minister's astringent and ironic sense of history. In Nehru it was utterly spontaneous. Like Mr. Charles Chaplin, he preserves a highly-romanticised mental vision of England in his youth, and remains a good deal in love with it. One of his nieces tells a charming story of how on wet days in the old family house in Allahabad she and her sister would be entertained with, and made to join in, their uncle's impressive repertoire of Harrow School songs. Harold Macmillan, affable and Edwardian, shrewd and forthright, fitted snugly into his host's picture of the England that he loved—and all thought of hated imperialism could be tucked in the background for the time being.



A HIGHLY SUCCESSFUL OCCASION: Mr. Nehru and Mr. Macmillan are seen together in Delhi during the latter's visit to India earlier this year. In centre is Lady Dorothy Macmillan. The visit was a great success, because relations with Britain matter more to Nehru than other aspects of foreign affairs.

This was a belated, odd, yet symbolically necessary honeymoon in Indo-British relations. For if Nehru's attitude towards Britain has been complex, illogical and emotional, we have not, these past ten years, been without some pretty marked peculiarities in our attitude towards India. There is a minority amongst us for whom Nehru can do no wrong, for whom a breath of criticism such as I am uttering, or indeed a hint of objectivity, nearly approaches blasphemy. There are a great many (among whom I count myself) who have inherited connections with India and some personal knowledge and experience, great or small, whose attitude since August 1947 has been, I admit, obviously ambivalent.

Love and knowledge of India, and a sense of service to India, are in our blood. You do not wipe out all the memories of two centuries of association in a year or two. There are still some great men amongst us, living in modest retirement, moving between their clubs and their small country cottages, who served India with an intelligent and far-sighted selflessness to which the history of national expansion and imperialism offers no parallel. They and some of my generation who were their younger friends and followers bear, and must bear to the end of life, the scars of that loving association, to which the words "service" and "duty" were the keynotes. The anti-imperialists, who have triumphed, make a great clatter and chatter; these others do not control British policy towards India, but their sympathy, their knowledge and their wisdom are moderating and salutary factors in a complex relationship.

So long as Nehru survives as India's leader (and, as has been clearly indicated, there is no possible challenger in sight), and so long as those who preserve their affectionate memory have any say in Britain, Indo-British relations will remain as a major element in the conduct of the external policy of each country. But the drift towards permanent alienation is inevitable. We shall go our way, not utterly forgetful of our imperial, Asiatic past, but no longer tied and haunted by it. As the neglectful, insatiate jungle swallows up the memorials of British rule in India, as the gravestones are hidden in the grass, as the cantonment buildings crumble softly back into the earth from which they were made, and as the once-relevant files in the Secretariat are shelved out of sight, the blazing indifference of the sub-continent will take charge, and India, too, will go her own way. The Raj was a superbly arrogant challenge to that indifference. Nehru's succession State, stiffened by his courage and sinuous tenacity, maintains that challenge with forlorn but doomed courage.

India occupies her unique position between East and West as a consequence of her British inheritance and continuing connection. In his carefully balanced neutrality, Nehru is influential (and exasperating) only because, for auld lang syne, the West (and Britain in particular) lets him get away with his neutrality and his influence. India's economic situation is parlous and her physical and military potential negligible; British and other mercantile interests are withdrawing into the coastal enclaves where the whole adventure began, into the vast cosmopolitan cities which grew up around the eighteenth-century forts and trading posts. One of those long cycles, which are as characteristic of Indian history as of Indian mythology and folklore, is nearing its completion.

Nehru the world-figure, the tireless and supple negotiator and mediator, the assiduous searcher after the appropriate formula, is a transient and wistful phantom, characteristic of our epoch. His activities in this field have satisfied his vanity, but they have not achieved very much. Put him alongside Nasser, as circumstances and his own self-embarrassing eagerness did a year or two ago, and he is a disdainful patrician in the company of a vulgar, low-caste braggart. But Nehru in the setting of his motherland, Nehru the hero of one more mighty Indian myth, is much more real and much more memorable. The Kashmiri pandit, the Westernised lawyer-turned-politician, is merged in the warrior-statesman who, for a time (was it a decade, or was it a century? The legend, as is always the case, will certainly be careless about chronology) made India great and free.

Meanwhile he cannot go until he is sent for. He holds India together by his moral force and his political ingenuity, and because he is already a legend in his lifetime. The same could have been said of Winston Churchill in Britain in the early 1940's; but Churchill, for all his greatness, was not irreplaceable—and the electorate demonstrated this to him in the sharpest possible fashion in July 1945, in the immediate aftermath of complete military victory. Nehru, after eleven years of constant supreme authority, is irreplaceable. That is his dilemma. That is India's dilemma. Mr. Frank Moraes, the biographer of the Prime Minister of India, has said that Nehru hopes that his mantle will fall on the Indian people—on all of them. It is, as Nehru himself has begun to realise, a tragic hope incapable of fulfilment.

So, with all his faults and all his virtues, his patriotism and his pride, his strange ties with his youth, his misty longing for a Utopian future, Nehru must soldier on to the end. And when he is gone? Beyond the mountains to the east and north, which have guarded India from attack from this quarter for centuries past, there wait seekers after conquest who no longer regard them as barriers at all. A distracted, dissolving India is not going to be a difficult prey.

MODERN METHODS OF WOODEN BOAT CONSTRUCTION : Fairey Atalantas are lined up in the workshops of Fairey Marine Ltd., at Hamble, in Hampshire. They have been produced in quantity as a result of being "hot moulded" from planks of wooden veneer. This replaces the old method of building each craft as a separate construction. The shells, composed of layers of veneer glued together over a mould to form skins, are put into an oven for baking. Afterwards, the mould is removed and the shells left for curing.

A NEW TREND IN BOAT BUILDING

As Sailing Fast Gains Popularity, Quantity Production Takes its Place Beside Single Craft Construction

By GABOR DENES

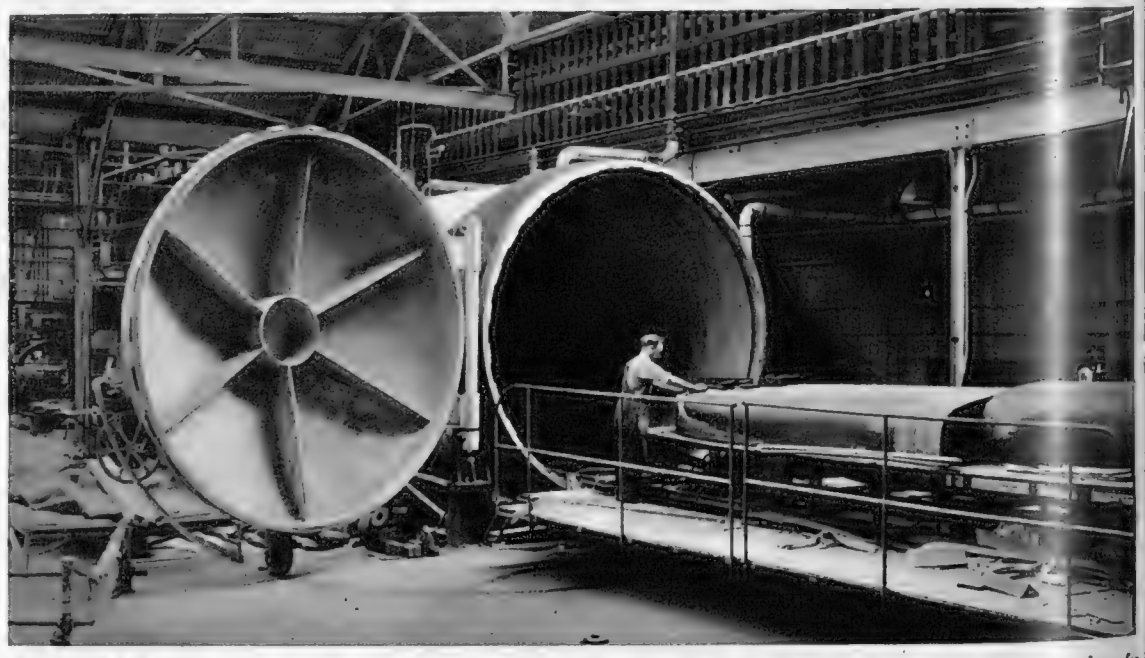
TO gain an insight into the most up-to-date methods of wooden boat construction, I recently visited the works of Fairey Marine Limited, at Hamble, where, for the first time, I saw a variety of small sailing and power craft being "manufactured." The company, which is a subsidiary of Fairey Aviation, has developed its own method of construction. To a very large extent this is based on the experience of building wooden aircraft, to which has been added first-class hull design (to suit this new method as well as to be efficient when it is propelled through the water) which has been superimposed on the traditional skill of the shipwrights adapted to the new technique.

All the craft built by Fairey Marine Ltd. are "hot-moulded." This makes them fundamentally different from boats built by any other method, and makes quantity production a practical proposition. In the twelve years that the firm has existed its figures have risen with great rapidity. In 1957 over 1,000 boats were produced, compared with 100 built in 1947.

I was able to watch the method in numerous stages as several different types of craft were undergoing the various processes which form the steps in production. Each type of craft is based on a solid mould constructed from 4-in. timbers, glued and pegged together. They are then carefully and accurately fashioned and faired to the interior shape of the designed hull.

This mould forms the basis of all the hulls of the particular design being produced, and it follows that they will be exactly alike. For this reason, the method is eminently suitable for one-design classes of racing craft.

When the mould is finished, a prototype hull is constructed. Planks of wooden veneer, just over ¼ in. thick and about 6 ins. wide, are fitted over the mould, then numbered and removed to form templates for the planks to be used. These are cut in quantity and stacked in ranks close to the mould of that particular boat.



READY FOR BAKING : The thin planks have been glued together and the shell is guided into an autoclave for baking by steam heat up to 100 deg. C. An additional pressure of 45 lb. per square inch is applied, making a total pressure of 60 lb. per square inch. This ensures perfect contact between the planks of the hull.

In actual production for hot-moulding, a set of veneer planks needed for the first skin are set and stapled on to the mould. The second and subsequent skins are glued on one side—by being passed through a glue-spreading machine—and as the second skin is laid on, the staples holding the first to the mould are removed.

When the required number of skins have been glued on, a rubber "bag" is lowered over the mould and clamped to the metal base on which it rests, and which is carried on a wheeled trolley moving on a track. Air is exhausted from under the rubber bag, until it is stretched skin-tight over the whole surface of the hull.

The trolley is then wheeled in to the autoclave (oven), where steam heat up to 100 deg. C. and an additional pressure of 45 lb. per sq. in. is applied, making a total pressure of about 60 lb. per sq. in. This ensures perfect contact between the planks of the hull while the shell is being baked for half an hour or longer, according to the number of skins used. This varies from three in the case of a small dinghy to five or six in the case of a large boat or high-speed launch.

Removed from the oven and lifted off the mould, the shells are left to stand for about a week to allow final curing. After this period they are trimmed for the fittings to be added. The decks, buoyancy tanks and centreboards are all accurately jigged and tooled and made up as units. The light metal masts and booms are drilled in longitudinal channel jigs with hardened steel bushes, while the standing rigging is pre-stretched and made up and spliced to the correct length in special jigs.

The synthetic resins used in glueing are proof against fungus and bacteria, and under the heat and pressure

TWO STAGES IN THE NEW PROCESS: *Left*—Operators are stapling the second skin on to the mould of an Atalanta, a 26-ft. family cruising yacht. The number of skins used varies from three for a small dinghy to five or six in the case of a high-speed launch or a large boat such as the Atalanta. *Right*—The baked shells are stacked for final curing. At the trestles men are working on the masts and booms. The light metal masts are drilled in longitudinal channel jigs with hardened steel bushes.

methods of moulding they impregnate the wood cells to make the hull extremely resistant to water, and against heat and termites. This is most important in the tropics. One Firefly hull was buried unvarnished in the river mud outside the Hamble works for more than six years. It was covered by sea water on every tide and exposed to summer and winter weather conditions. Eventually it was brought ashore, cleaned up, rigged and raced locally. It gained second place.

I mentioned the Firefly dinghy, for this ubiquitous and lively little racing craft has played a prominent part in the development of Fairey Marine Ltd., and their special method of making boats. The 12-ft. Firefly was designed by Uffa Fox in 1946. It was developed by the company, encouraged by the Royal Yachting Association, to fulfil the immediate post-war demand for an inexpensive one-design racing dinghy.

It was almost immediately adopted by the International Yacht Racing Union as the single-handed craft for the 1948 Olympic Games which were sailed in Torbay. It has become immensely popular with the growing number of young people who take up dinghy racing, and to date over 2,2[illegible] Fireflys have been made by Faireys.

Soon other types were developed to satisfy the demand for dinghies to be used for different purposes and in different localities, under different conditions. Thus, the requirement for a family type of sailing dinghy, larger than the Firefly and with room for four people to sit inside the boat instead of "sitting out" on the side deck, has resulted in some 550 15-footers in the Swordfish and Albacore classes.

In the field of pure racing boats, nearly 250 18-ft. Jollyboats indicate the interest in owning the fastest of all conventional dinghies. Officially timed by radar at 13.8 knots, these boats have touched 17.5 knots over short distances. They are gaining popularity in North America, where several clubs in Long Island Sound, in the Boston area and elsewhere, have substantial fleets.

The Fairey Marine version of the 14-ft. International—this highly-specialised racing machine has almost completely superseded the more conventionally constructed yachts in the class—and 166 hot-moulded 14-footers have been built at Hamble and sold to many parts of the world.

In the Olympic classes, 177 Finns (the boat used for the singlehanded event) and shells have been produced for the 1960 Games for training purposes. Many have been exported, including about fifty to Sweden. The first Flying Dutchman (recently announced as the boat to be used for the two-man event) is going to Bruce Banks, one of our most successful Olympic helmsmen, who has sailed in the last two Games in the Star Class. A number of these boats are on order for America.

Apart from centreboard dinghies is the 26-ft. Fairey Atalanta, a family cruising yacht of unusual design, of which I saw a large number in various stages of construction. In two years nearly 100 of these hulls have been moulded, and some sixty completed vessels delivered to owners in this country and many other parts of the world.

Until recently Fairey Marine have concentrated all their efforts on sailing boats and a few small rowing dinghies, but during the last year, as a new departure, they have developed a group of high-speed power-boat types. Two 15-ft. versions are produced, one for outboard and one for inboard propulsion. With a 35-h.p. engine giving a speed of 30 m.p.h., they are intended for water-ski-ing. There is also a 23-ft. hull made. This can be finished as a high-speed cabin cruiser, open utility or fishing-boat. During my visit I was given a demonstration of these and was impressed by their manœuvrability at all speeds.

Well over 5,000 boats have been built since the "factory" was established at Hamble, and this makes Fairey Marine Ltd. the largest builder and exporter of small craft in Europe. I was assured by Mr. C. H. Chichester-Smith, the chairman and managing director, that production has not reached its peak, and the company is resolved to go all out to increase it and conquer fresh fields in the growing international market.

A ROW OF COMPLETED ATALANTA SHELLS: They are lined up and being trimmed in readiness for the final fittings. In two years, nearly a hundred of this type of shell have been moulded. As sailing fast gains popularity, the modern quantity production methods, derived from those developed during the war for making wooden aircraft, have made Fairey Marine Ltd. the largest builder and exporter of small craft in Europe. Since the "factory" was established at Hamble over 5,000 boats have been built.

THE CONSECRATION OF THE NEW HIGH ALTAR IN ST. PAUL'S CATHEDRAL: The Bishop of London kneels before the marble altar during the act of Consecration. The Queen and the Duke of Edinburgh are kneeling in the foreground and in the choir stalls are the Archbishop of Canterbury, the suffragan bishops of the diocese, the Dean and Chapter of St. Paul's and many other clergy. After the choir had sung the hymn "Veni, Creator Spiritus," the Bishop said the prayers of Consecration and, with Holy Oil, traced five crosses upon the Altar. A little later the Queen presented a gift of a Fair Linen Cloth to be spread on the Altar. During the course of the service, trumpeters sounded Last Post and Reveille at the time when the congregation remembered "our brethren of the Commonwealth overseas who gave their lives in two world wars, and in whose memory this Altar has been fashioned." As a final act of thanksgiving the choir led the singing of the hymn "Now thank we all our God." An address was given by the Dean.

CEREMONIAL AT ST. PAUL'S

The Queen and The Duke of Edinburgh Attend the Dedication Service

On right—

A COMMONWEALTH OCCASION: The Lord Mayor precedes the Queen and the Duke down the steps from the Cathedral. Lining the steps are cadets and junior officers from Commonwealth countries now training in Britain. As the Queen and the Duke and other members of the Royal Family left the Cathedral the bells pealed out.

THE QUEEN ENTERS THE CITY: In the traditional ceremony at Temple Bar, Her Majesty touches the City sword offered by the Lord Mayor, Sir Denis Truscott. At the Cathedral the Lord Mayor carried the sword in front of the Queen as the procession made its way from the West Door to the East End.

On right—

THE RECEPTION AT THE CATHEDRAL: The Bishop of London, Dr. H. C. Montgomery Campbell, looks on as the Archbishop, Dr. Fisher, greets the Queen and the Duke. Dr. Fisher, who sat in the choir opposite the Lord Mayor, gave the Blessing at the end of the service.

THE NEWLY-RESTORED EAST END OF LONDON'S CATHEDRAL : The camera looks along the Choir towards the new High Altar in St. Paul's, which was consecrated last week by the Bishop of London in the presence of the Queen and the Duke of Edinburgh. It is a memorial from the people of Britain to the overseas members of the Commonwealth who gave their lives in two World Wars. Behind the High Altar is the American Memorial Chapel which is to be dedicated in November.

COMMONWEALTH MEMORIAL

The New High Altar in the Restored East End of St. Paul's Cathedral

The splendid reconstruction of the East End of St. Paul's Cathedral has been designed to comply with what are believed to have been the intentions of Sir Christopher Wren. From the West Door of the Cathedral it is now possible to look along the entire length of the Cathedral to the windows of the apse at the East End. Dominating the East End is the canopy or baldachino of carved and gilded oak over the marble High Altar. The canopy is 54 ft. high and is supported by clustered Corinthian columns ; on the Altar is a tall cross flanked by two candlesticks, the gift of the Goldsmiths' Company. The High Altar and canopy have been made to the design of Mr. Godfrey Allen and Mr. Dykes Bower. Behind the Altar the curved walls of the American Memorial Chapel (formerly the Jesus Chapel) are panelled in oak, with carved stalls for seating. Soon after the bomb damage to the old reredos and East End in 1940, a temporary High Altar was erected in the nave. Later, it was moved back to the eastward end of the choir stalls.

On left—

THE INSCRIPTION ON THE HIGH ALTAR : Money for the Altar was raised in Britain by a private appeal. With the opening of the East End, only the North Transept remains to be restored after war damage.

HIGHLAND HIGHWAY

A Spectacular Road from Lochcarron to Applecross

The parish of Applecross faces the Cuillin peaks of Skye, but to reach it by car means a spectacular journey from Lochcarron over the Bealach nam Bo on a road that climbs from sea-level to 2,054 ft. in only five miles. Now that this rough road has been resurfaced and is suitable for cars, it should offer a challenge to adventurous motorists. The climb begins at the head of Loch Kishorn, in Wester Ross, and continues up the peak of Sgurr a Chaorachain, leading into a gloomy corrie hemmed by cliffs.

This is only the beginning. As the rocks close in, the gradient steepens to one in three. The road doubles back on itself in turns of 180 degrees. At the top is a rock wilderness with snowdrifts still lingering at the end of April. A cairn marks the summit, with its tremendous view over the Hebrides and the wild hills on the Scottish mainland.

There is the same swift transformation on the way down the other side, with the difference that suddenly, round a rocky shoulder, can be seen green fields and wooded parklands that might be England. This is Applecross on a rich belt of lias, with herds of sheep and cattle. Tucked into the south curve of the bay is the whitewashed village with four miles of road joining it to the main crofting communities.

Here in sight of the Cuillins of Skye with the Isle of Raasay immediately across the water are the little "townships" at mile intervals—Camusteel, Camusterrach, Caldue and Toscaig—villages which used to depend upon herring and white fish. Now there is only one boat operating where there were fourteen a few years ago. Illegal trawling gradually killed the fishing industry, so to-day the people are dependent on a few acres of croft, a cow or two and as many sheep as they are allowed to run. Unfortunately, it is not keeping the young people, who, at the age of twelve, must leave Applecross to finish their schooling. Having seen the outside world they seldom return.

It is a sad story of an ageing population with few replacements following on, but it is not quite such a sad one as at the northern tip, which is bounded by Loch Torridon. Here the people have no public road or daily boat from Kyle, and the decline has become so marked that in five villages there is only one school with two scholars in it. Of the resident inhabitants, most are pensioners, and in one village the youngest member is over eighty. Yet so thriving were these villages at the beginning of the century that each had its own tailor and shoemaker, and they even grew their own flax to make shirts.

Applecross is a miniature of the Highland problem. What is the answer? The Scottish Trades Union Congress on April 17 suggested more employment, new industries, towns, schools, cultural centres, etc., and they propose another Highland Authority to bring these things about. With various bodies like the Crofters' Commission, the Highland Fund and the Scottish Council, it seems superfluous to have another Authority when it is money and not mere plans that is required. Tourism alone demands a road from Shieldag to the head of Loch Torridon, for at the present time a motorist has to detour 65 miles to reach a village only six miles away.

Undoubtedly we live in an age when a weekly wage-packet is preferable to most people to subsistence-level crofting. The meal and herrings which supported considerable numbers of people in the Highlands at one time are not enough to-day. Forestry might be the answer in Applecross, but first the owners of the deer forests would have to be brought round to this point of view. The same applies to many other regions of the Highlands. Maybe the nuclear age will supply the answer in a region whose history in the last 100 years has been one of steady decline and loss of fertility through over-grazing and over-fishing.

Tom Weir.

THE VILLAGE OF SHIELDAG: Isolated on the western coast of the Scottish Highlands, this small village suffers from lack of communications. The road in the picture leads nowhere. If a motorist wishes to drive to the next village of Annat he must take a circular route of 65 miles. The population has declined greatly since the beginning of the century.

On left—

TO APPLECROSS: The recently resurfaced road from Lochcarron to Applecross on the western coast is now suitable for cars. In the background is Loch Kishorn. Within seven miles the road climbs to 2,054 ft., even higher than the mountain on the right, over the Bealach nam Bo.

Below—

A VILLAGE STREET: These houses in Applecross were built for estate workers. Across the sea is the island of Raasay and the Cuillin peaks of Skye.

On right—

A WEEKLY SERVICE: Being loaded with provisions and stores for the more remote parts of the Applecross Peninsula is the small fishing-boat which carries out this service each week from Shieldag.

A NEW AND SPECTACULAR MANŒUVRE: The internationally famous aerobatic team of No. 111 Squadron, Royal Air Force Fighter Command, led by Squadron-Leader Topp, perform a line-abreast loop with Hunter 6 aircraft high over their base at North Luffenham, in Rutland. The team were practising for their first display of the year at Stavanger, in Norway. During the summer the aerobatic team is to visit France, Germany, Switzerland, Belgium and Holland, as well as airfields in Britain.

HIGH ABOVE THE CLOUDS

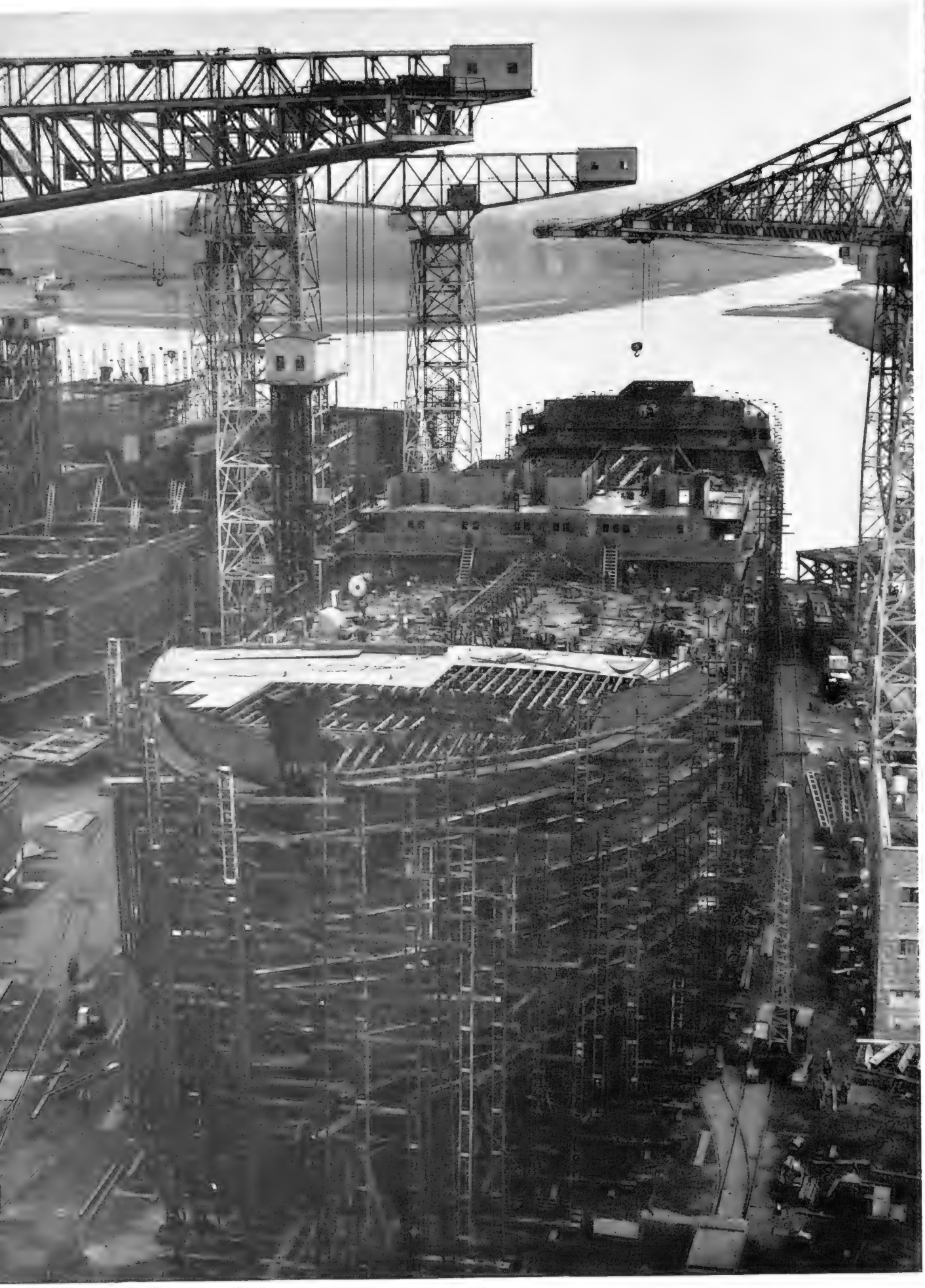
The Royal Air Force Aerobatic Team at Practice for Their New Season

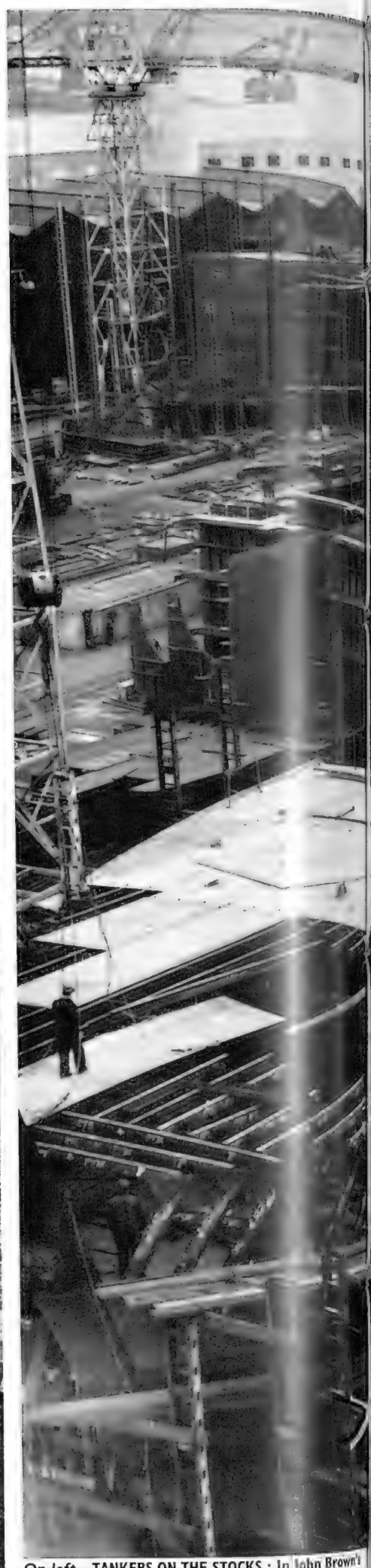
The aerobatic team of No. 111 Squadron, Royal Air Force Fighter Command, flying Hawker Hunters, was seen by 1,250,000 spectators at European air displays last summer. The same squadron has been chosen to represent the Royal Air Force this year. It is the first unit to have this honour in two successive years. Throughout 1957 the black-painted Hunters were the only international aerobatic team performing the full range of spectacular manœuvres with five aircraft—as opposed to the conventional formation of four. For 1958, various new sequences have been worked out which should enhance the high reputation earned last year.

No. 111 Squadron now has the latest version of the Hunter F. Mk. 6, incorporating various modifications. These include the "saw-tooth" wing leading edge. The Hunter is armed with four 30 mm. Aden guns, each with a rate of fire of about 1,200 rounds a minute. Formed in Palestine in 1917, No. 111 Squadron had a distinguished fighting record in both World Wars, destroying more than 260 enemy aircraft. After the first war it came home to form part of the Air Defence of Great Britain, and, in 1937, was selected as the first unit to fly the famous Hurricane fighter. It fought in the Battle of Britain and in 1942 re-equipped with Spitfires. That year it took part in the operations against Dieppe and then went to join the North African front, remaining in the Mediterranean area until the end of the war. The squadron is now based at North Luffenham, Rutland, and is led by Squadron-Leader Topp, who is one of the only four serving officers to hold a triple A.F.C.

A Shipyard Pattern

The Shape of Vessels on the Stocks on Clydeside Delights the Eyes





On left—**TANKERS ON THE STOCKS : In John Brown's yard on Clydebank work proceeds on the 42,000-ton *British Duchess* for B.P. Tanker Company. Beyond is another tanker for B.P.**

A SHIP on the ocean is a thing of beauty. So is a vessel under construction in a shipbuilder's yard. The more one looks at the pictures on these pages the more one is convinced that some artist engineer must have deliberately laid out the complicated but so symmetrical design. Nothing seems to be out of place.

On the central section of the deck of *British Duchess*, the lines of the ladders, the cubes and squares of the tanks standing above the weaving cables, balance with the severity of the bridge rising amidships. The curve of the bow beneath the scaffolding reflects the curve of the bank on the other side of the water. (Surely some Italian is going to paint sheep grazing on the pasture and turrets partially hidden by the trees.) The tall gantries dominating and overhanging the vessels give an impression not so much of the power which they undoubtedly possess, but of effortless elegance.

The simpler box-like construction of the less advanced sister-tanker is a contrast in keeping with the more complex *British Duchess*. The angular pieces of wood or metal lying on the ground between the ships could be a touch by an artist of one of the modern schools. The entire scene is a most suitable setting for the practice of a craft in which British skill has long been pre-eminent. British-built ships are the best in the world, and among British shipbuilders the name of John Brown ranks high. From the firm's yards on the Clyde at Glasgow vessels of all kinds and sizes have been launched for well over half a century. Among the most famous liners have been the *Lusitania*, the *Aquitania*, the *Queen Mary* and the *Queen Elizabeth*. In the list of many Royal Naval ships of great renown are H.M.S. *Barham*, H.M.S. *Ramillies* and H.M.S. *Hood*. The recent activities on Clydebank include the building of numerous tankers.

At the present time John Brown's orders include six tankers for the British Petroleum Tanker Company. Totalling in all 314,000 tons, they will consist of two vessels of 65,000 tons each, two of 50,000 tons each, and two of 42,000 tons each. The first of these tankers is now nearly ready to leave the stocks. She will be launched by the Duchess of Gloucester on June 2 and named *British Duchess*. In the next berth to *British Duchess* another

THE CURVES AND LINES OF A MODERN SHIPYARD COMBINE TO GIVE AN ÆSTHETIC DESIGN: The scaffolding round the bow and side of *British Duchess*, the struts and the lines of cables on her deck and the gantries and cranes form a most pleasing geometrical pattern balanced by the simpler shape of her less-advanced sister-ship behind her. The background of water and trees adds an unexpected touch to this landscape of a modern industry. *British Duchess* will be launched by the Duchess of Gloucester in John Brown's yard on June 2. The B.P. Tanker Company has six tankers on order with John Brown. The two largest ships will be of 65,000 tons each.

42,000-tonner is beginning to take shape and is due to be launched later this year. The construction of these tankers is an indication of a development in the crude oil-carrying trade. The biggest tankers now in service with the B.P. Group are three vessels of 34,500 tons apiece. But B.P. has on order or building fifty-five tankers, which altogether add up to 2,083,000 tons. Of these, seven are to be of 65,000 tons each, twelve of 50,000 tons each, and seven of 42,000 tons each. Fifteen of the ships will be 34,500-tonners and fourteen 15,500-tonners.

Larger tankers are the order of the day with many oil companies. It may have been the Suez crisis which focused attention on the potentialities of these bigger ships. But some time before Colonel Nasser nationalised the Canal the tanker operators had seen the advantages to be gained from such a policy. Economies result in two important ways. A large tanker is cheaper to build than a small one. A 65,000-tonner requires much less than twice the steel and labour needed to build two vessels of 32,000 tons each. The same applies to the engines—less horse-power and less fuel per ton of oil carried for the same speed. And the crew for the 65,000-tonner is not very much larger than the crew of a ship half the size.

The second benefit is that the larger ship carries in one voyage what can only be done by the smaller in two voyages. The saving in cost needs no stressing. A 65,000-tonner cannot pass through the Suez Canal with its holds entirely full. Even if it employs only two-thirds of its oil-carrying capacity—this would enable it to ride high enough in the water to sail through the Canal—the big tanker would still be transporting oil as cheaply as a 42,000-ton tanker. In using a route other than the Canal, the 65,000-tonner can be fully-loaded and have obvious advantages in economy over the smaller ships.

There has been much talk lately of a depression in shipping. It is true that in certain of the estuaries round Britain, lines of vessels of various types, including tankers, can be seen laid up. But the British oil industry has always had to plan ahead. The new tankers which are to be launched in British yards in the next few years —especially the larger vessels—are evidence that British oilmen face the future with optimism. The tone of the landscape on Clydeside is clearly one of optimism, not pessimism.

ON THE HOLIDAY ISLAND

The Isle of Wight Gets Down to Business; Some Thoughts on the Holiday-maker and the Resident Population

By BRIAN VESEY-FITZGERALD

A POINT OF ENTRY TO THE ISLE OF WIGHT: Yarmouth is situated in the north-west corner of the island and is the harbour for the ferries crossing from Lymington, in Hampshire. The other ferries carrying passengers from the mainland operate between Portsmouth and Ryde and Southampton and Cowes. There has been a proposal that a bridge should be built across the Solent to link the island with the mainland.

IT is just about now that the Isle of Wight really begins to get down to business: its main business, which is the tourist trade. There are other industries in the Isle of Wight—some very important ones, too, as the mainland realised when the Saunders-Roe affair blew up last year—but there can be no doubt that catering for holiday-makers is the chief concern of the island.

This may seem to be an over-statement when one remembers that the holiday season stretches over no more than four months, but it is not. A large proportion of the permanent inhabitants, including a large number of those who have regular work in other industries (I do not know what proportion, and I think it would be impossible to arrive at an accurate estimate, but it must be very considerable), rely on the summer months to see them through the winter in comfort. This does not apply only to the guest-houses, the boarding-houses, the holiday camps, and those hotels which open only for the summer months, but also to a vast number of cottages and small houses to whose owners letting a room, bed-and-breakfast, makes all the difference in this instalment age.

A good summer makes all the difference, too, to a large population which does not let rooms, but which serves the holiday-maker in a number of other ways. Farmers let caravan sites and camping sites. A good many people on the island go further than that and own caravans which they let at good rents throughout the season. In conversation you will find that there is widespread disapproval of this practice among the islanders, and especially among the "retired" population which is apt to maintain that it is spoiling the beauty of the island. When you hear somebody letting off steam about the rash of caravans to let, do not be so tactless as to ask him if he owns one. There are few quicker ways of closing a conversation in the Isle of Wight.

All this may sound as though the place has been ruined. And the extraordinary thing is that it has not. It is the boast of the Isle of Wight that it attracts far more visitors during the summer months than Guernsey or Jersey or the Isle of Man: and it is not an idle boast. During the height of the season, in July and August, you can (and probably will) queue for hours waiting to get on to one of the ferries, particularly at Portsmouth. And it is just the same when you want to leave the island, particularly at Ryde. It is mostly a week-end traffic, for the British start their holidays on Saturdays and end them on Saturdays or Sundays. I have been told (and I believe it to be true) that approximately 35,000 people enter and leave the island every Saturday throughout the latter part of July and the whole of August at Ryde alone. And no one could call the traffic at Yarmouth or Cowes negligible.

When you think of these figures, it really is extraordinary that the island has not been ruined scenically. It is a very small island. From the Needles in the west to Bembridge Foreland in the east—and that is its greatest length—it is only 23 miles. I have walked that more than once, and even walking you cannot make it 24 miles. From Egypt Point by Cowes in the north to St. Catherine's Point, jutting out into the Channel, in the south (and that is its greatest breadth), it is only 13 miles. I have walked that, too, more than once, and you cannot make it any more. And walking all around the coast—and, with one or two small detours, you can do that and keep reasonably close to the sea all the way—it cannot be more than about 60 miles. Actually, the whole area is just under 150 square miles: much smaller than London.

You would think, remembering this terrific intake of visitors, calling to mind the caravans, the holiday camps, the tents, the ice-cream cartons and assorted litter which seem to be inseparable from a highly successful tourist trade, that so small an area would be swamped and altogether spoilt during the four months of our English summer. But it is not so. I have been going to the island, for I am very fond of it, for years and years. I must admit that, ever since the boom in caravans began, I have gone each time with a dreadful apprehension. Each time I have come away relieved and refreshed.

Once away from the coastal fringe, you just would not notice any difference, provided that you keep away from the main roads. The roads of the Isle of Wight, though they have been improved greatly in recent years, are not suited to the volume of traffic they have to carry in summer nowadays. The cost of taking a car over is considerable, but the number of cars seems to increase each year. I must confess that I find the roads of the Isle of Wight in high summer among the most frightening in Britain.

But keep away from the coast and the main roads and the Isle of Wight remains very much what it has always been: beautiful and (for the mid-twentieth century) peaceful, even in high summer. And it is, inland, still very much a world apart. It is becoming less so year by year. I suppose that it would now be impossible to find a dialect speaker, although you may still find people in the interior who speak of folk from the mainland as "overners" and such words as "scrow" are in fairly common use among the older generation of weatherwise fisher-folk. And the old Vectian language (for that, in effect, was what it was, rather than a dialect: there was even a dictionary of it published some fifty years ago) has altogether died out, but there are still plenty of people who, when they go into Newport, speak of "going to the city." There are still people in West Wight who have never been to Ryde, and there are still old men and women who have never crossed the Solent to England. When you remember the smallness of the island, the frequency of the ferries, the narrowness of the strait, that really is astonishing.

That the interior of the island should remain so comparatively untouched by tourism speaks volumes for the conservative spirit of the English. They go to the Isle of Wight for a seaside holiday, and a seaside holiday they intend to have. If they ever leave the coastal fringe, they do so for a quick tour of the island's main roads by car or motor-coach. The coastal towns—Yarmouth, Cowes, Ryde, Sandown, Ventnor, and so on—form a line of fortification, or, more accurately, a spider's web, catching the invading hordes, leaving the interior inviolate. They do their work remarkably well, and I, for one, am thankful.

For the week or fortnight of their holiday, the tourists (most of them seem to come from London) reign supreme. They occupy the coastal towns and the beaches, but they do so remarkably quietly, much more quietly than is the case at the more famous resorts patronised by Londoners on holiday. You realise in the course of a very short walk along a beach or esplanade that this is the place for family holidays; everywhere there are children and buckets and spades. The sound of childish laughter is more prevalent than the blare of the juke-box, though the latter is not unknown. I have even seen a Bikini-clad (if that is not a contradiction in terms) woman knitting.

If you go to one of the smaller seaside towns, say Yarmouth, which is altogether charming, or Bembridge, which is very socially conscious and still has an Edwardian flavour, you will realise that these towns, which cannot really claim to be resorts, have in summer three populations. There is the small resident population, busy making hay while the sun shines; the holiday-makers, who perhaps do not much exceed the residents in numbers; and a floating population, which comes and goes with the tide.

These may be recognised at once by their dress. The men wear white-topped yachting caps—the more cynical of the local residents (who are quite likely to include men who have sailed small boats across the Atlantic or round the world) maintain that the jauntier the angle the more likely the owner is to have stepped off the ferry! The women wear an astonishing variety of gaudy clothing in which jeans play a somewhat too prominent part. You, or anyway, I, get the impression that they are acting a part: the make-up is a little too careful, the nails a little too well-kept. But what does that matter? They are enjoying themselves, and that is what one goes to the Isle of Wight for. And if all these people did not go to the Isle of Wight summer after summer the local residents, "retired" and otherwise, would be very depressed indeed.

A POPULAR ATTRACTION FOR TOURISTS: The village of Godshill is on the road from Shanklin to Newport and is dominated by the church. The name is a corruption of the Anglo-Saxon Godes Hyl—"The Hill of the Idol."

THE PALM HOUSE: Closed since 1952, it is hoped to reopen this famous building in the Royal Botanical Gardens at Kew some time this year. *On left*—A gardener re-plants some of the stock inside the Palm House. Although repairs to the structure have been finished, it will take some time to dig up the beds and bring back the plants. The restoration has cost nearly £100,000.

THE GARDENS AT KEW

Renovating the Palm House and the Arrival of a New Flagpole

Among the sights in the Royal Botanical Gardens at Kew will be a new flagpole, made from the trunk of a Douglas fir 225 ft. in length. After it has been stripped of its bark and shaped it will replace the old flagstaff, the top 78 ft. of which was found to have decayed. Weighing some 37 tons, the new flagpole is a gift to the gardens from the British Columbia Loggers' Association. The first flagstaff at Kew was set up in 1861 ; it was replaced in 1920 by another, also a Douglas fir from British Columbia.

Another of the attractions at Kew is also being restored. The Palm House has been renovated at a cost of nearly £100,000 and it is hoped that the building may be opened some time this year. It was closed as unsafe in 1952 when it was discovered that the iron framework was shifting and that there was danger from falling glass. Although the structure has now been repaired, there is still a great amount of work to be done before it can be opened to the public. All the beds inside have to be dug up and the plants brought back. The surround, which used to consist of beds of roses and other flowers, has been turned into waste ground by the workmen's huts which were built on it. This must be dug and replanted.

The Palm House was built in the years from 1844 and 1848 to the design of Decimus Burton. It contained almost every known variety of palm. The famous Gardens cover 302 acres, formed from the ground attached to Kew Palace and Richmond Lodge. They were first opened to the public in 1841 and their main purpose is the introduction of new and valuable plants to Great Britain and the study of plant life. Besides this serious aim they are a favourite resort for Londoners and visitors.

On left—

UNLOADING THE NEW FLAGPOLE: Two floating derricks hoist a 225-ft.-long Douglas fir from the ship which brought it from British Columbia. It was towed up the Thames from the Surrey Commercial Docks to Kew Gardens by the tug *Sheen*. After it has been prepared and shaped, it will be used as a new flagpole for the Botanical Gardens.

PARADE OF THE DEBUTANTES

At the Queen Charlotte's Ball—An Important Social Event in London

MAIDS OF HONOUR: Debutantes walk down the stairs of the Great Hall in Grosvenor House, London, in the traditional procession in the annual Queen Charlotte's Ball. Although there will be no more presentations at Court after this year, the annual ball for young girls will continue to be held as an important occasion in the London season.

THE GUEST OF HONOUR: Helen, Duchess of Northumberland, is presented with a bouquet by Miss Olga Hohler, a great-great-great-great-granddaughter of Queen Charlotte. The Duchess was this year the Guest of Honour, who acts the part of Queen Charlotte and cuts the cake.

On right—

CELEBRATING A 200-YEAR-OLD OCCASION: The procession of debutantes moves across the ballroom floor. The purpose of the occasion is to commemorate a custom enjoyed by Queen Charlotte, wife of George III, of gathering together her family and maids of honour in St. James's Palace and herself cutting her birthday cake on which candles had been lit.

BRINGING IN THE CAKE: The huge three-tier structure is drawn on a trolley. As is customary the band played it in to Handel's march from *Judas Maccabaeus* which was played for Queen Charlotte 200 years ago.

ON THE DANCE FLOOR: After the ceremonies of cutting the cake are finished, the floor is crowded with dancing couples. Among those present were nearly 400 debutantes and the ballroom was full to capacity. The ball is organised each year by the Association of Friends of Queen Charlotte's and Chelsea Hospitals.

THE CLIMAX OF THE CEREMONY: The cake is cut by Helen, Duchess of Northumberland, the Guest of Honour. Nowadays, custom decrees the playing of the song "A Pretty Girl is Like a Melody."

LAND OF THE GEYSERS

Iceland is Using its Famous Hot Springs for Central Heating as One of its Means of Modernisation

THE older inhabitants of Iceland who are able to look back over half a century or more can to-day say that they have seen many changes in their country which amount virtually to a social and economic revolution. An example of progress which is often quoted is the harnessing of the famous geysers—the hot springs—for domestic purposes. "Natural" central heating is nowadays common all over the island.

It is possible that there are a few very elderly men and women who can recall from early childhood the days when Iceland was fully under Danish control. They may have seen Jon Sigurdsson, the "Hero of Liberation," as a result of whose leadership the country recovered its constitution in 1874.

The constitution was granted to a destitute land. There were no roads and hardly any proper houses. Most of the people lived in turf huts. Besides a few churches, one public building alone was constructed of stone. This was the prison. When the traditional *Althing*, or Parliament, was re-established, it met in the sole room large enough to be called a hall. This was the assembly-room in the school at Reykjavik, the capital.

Conditions to-day are vastly different. Iceland is a Sovereign Republic, having progressed from Home Rule in 1904 through freedom in Union with Denmark in 1918 to complete independence by the referendum of 1944. It became a signatory of the Atlantic Pact in 1949.

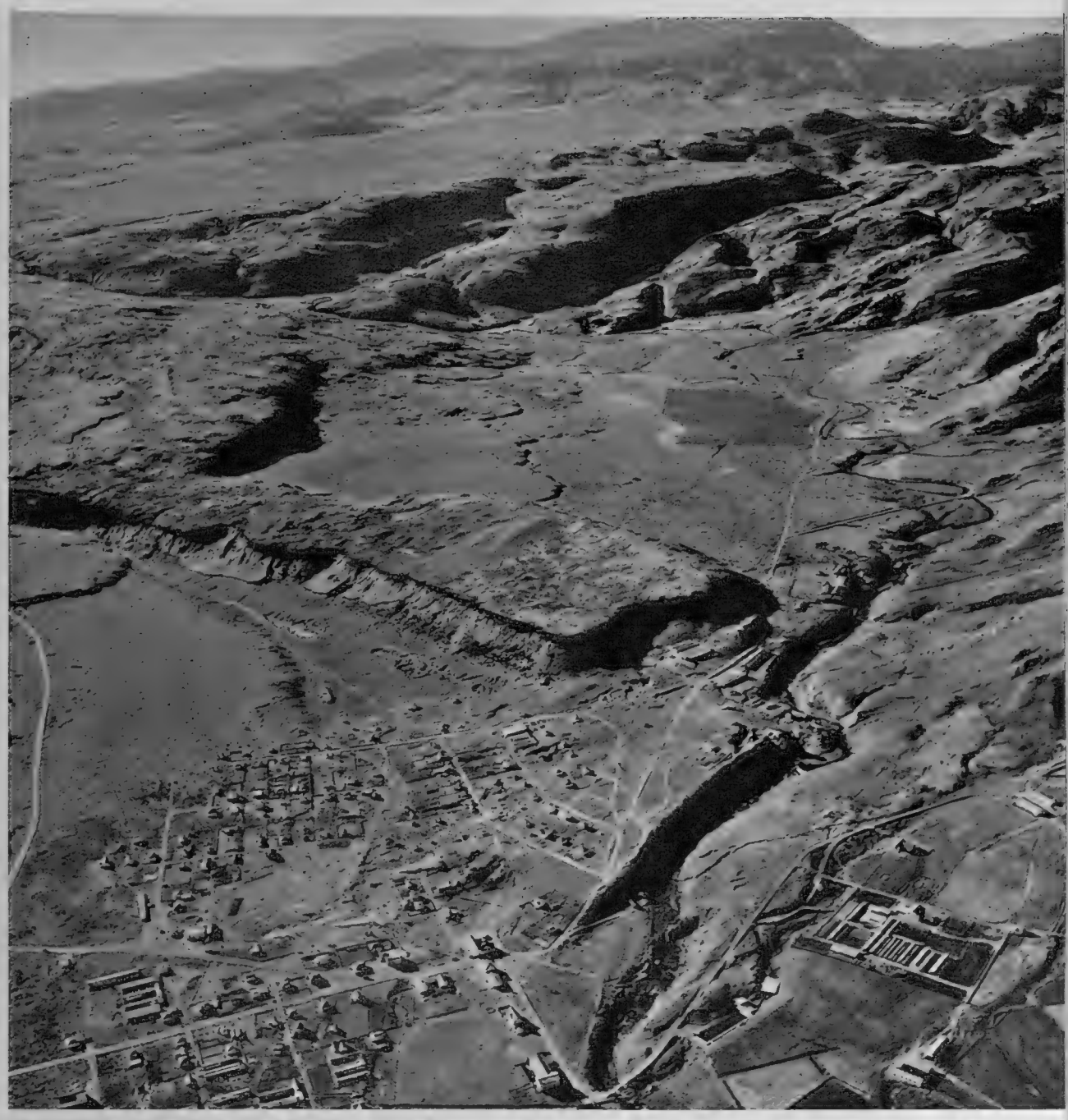
Over 95 per cent. of the existing houses have been built in this century. Icelanders admit that the styles of architecture may not be among the most attractive. But, they point out, faced by the urgent need for roofs over their heads, people had to build as quickly and as cheaply as possible. As already noted, an innovation in town and community planning has been the use of the geysers—it was from the great steaming water-spout at Geysir that the word was added to the dictionaries of many languages. By tapping the geysers and piping the hot water away from them, a most effective and cheap system of domestic heating has been attained.

Planning and building have been conditioned by one overriding consideration—the rapid growth in the population. In 1874, the population of Reykjavik numbered 2,000. When Home Rule was granted in 1904 it was 7,000. By 1925 it was 21,000, and to-day the number of inhabitants in the capital has trebled again to around 60,000. (This represents about two-fifths of the total national population.) Numerous problems are created when the population of a town is increased ninefold in half a century, especially when planners and builders have to begin from scratch, as it were, with little expert knowledge to hand or tradition behind them, and very limited financial resources.

Great changes have also taken place in the economy of Iceland. Mechanisation has invaded fishery and agriculture, the two staple industries. In fishing the result has not been entirely satisfactory. In the past forty years the modern methods of fishing, which can take great hauls of living creatures from the sea, have led to the extermination of many species of fish. This has happened against the anticipation of the experts. Between 1918 and 1939 catches fell sharply each successive year.

The waters round Iceland could be a source of supplies to many countries of Europe. Instead, their wealth is being exhausted. Iceland has repeatedly tried to reach a settlement with other States concerned to protect the breeding-grounds and nursery areas of fish round her coast. But so far without success. Meanwhile, some of the coastal fisheries are in decline, and farms on the coast, once reckoned among the best in the island, are being abandoned. Entire districts have been completely depopulated. Not a single person remains in some places which used to be thriving communities.

(*Continued on following pages*)



CONTRASTS IN HEAT AND COLD IN ICELAND: In the left foreground steam pours from the natural geysers now harnessed to heating plants to supply the surrounding houses with central heating. Behind lie rugged slopes eroded from centuries of bitter winds and frost. The use of the original geysers to provide domestic warmth is widespread throughout Iceland.

SHIPPING IN THE HARBOUR OF REYKJAVIK: The port of the capital of Iceland is the point of entry for most of those who visit the island by sea. Ships of many kinds are to be seen on its waters. Fishing provides one of the two chief means of livelihood for the people. The other is agriculture. Iceland's economic problem is that it imports far more than it exports.

"ULTIMA THULE" IN MODERN DRESS: Cars stand on a snow-covered square in Reykjavik. Iceland was reputedly included in the Ultima Thule of the ancients. To-day it is in no way remote from the modern world. It is linked by air to Britain and many other parts of Europe and to America. Cars are a commonplace in the streets of the towns.

TRAVELLING BY ROAD: A bus crosses a bridge on the route from Reykjavik to Akureyri, the largest town in the north of Iceland.

A PATTERN OF FISH: Salted cod is laid out to dry in the sun. Most of it will be exported. On the stocks in the background stockfish is dried.

CENTRAL-HEATING FROM A NATURAL GEYSER: Steaming water pours out of a pipe which runs from a natural hot spring to heat houses. The Icelander has little need for coal or oil for heating.

FLATS IN REYKJAVIK: The block is built of concrete. Formerly many buildings were constructed of wood. This is now forbidden because of danger from fire.

LAND OF THE GEYSERS

(*Continued from previous page*)

Over-fishing is not the only problem. Marketing is another. Before the war fish used to be salted and sold to the Mediterranean countries. After the war foreign exchange presented difficulties, as imports into Iceland have always heavily outbalanced exports. However, the Icelandic fishermen are facing the changing situation squarely. It is hoped that by new methods of processing—there are, for instance, some eighty quick-freezing plants—and by employing other modern means, the fisheries will be able to earn the increasing amounts of the foreign currency the national economy needs, and enter a period of healthy progress.

The changes in agriculture have fortunately produced more satisfactory results. The farming population has fallen during the past fifty years but productivity has been increased. This is due to mechanisation, the use of better fertilizers and improved farming methods. The increased agricultural production has played a big part in the rise of the standard of living for the Icelanders.

Farmers, like fishermen, have their problems, notably the soil. Iceland is a land of volcanoes, the most notable being Mount Hekla. In an eruption in 1783 it is reputed to have destroyed over half the livestock of the island. It is not difficult to understand why for centuries the mountain was regarded as the entrance into Hell. There are many other volcanoes, and the result is that much of the soil all over the country is volcanic in nature. It is not infertile but it is very porous and rain and water sink rapidly into the earth. In certain districts desert phenomena can be observed. However, the farmers have for long been important contributors to the economy. Dairy farming is one of their favourite occupations, and sheep-skins are in the list of the principal exports. Horses and ponies are also bred and the water supply from the geysers is piped to provide heat for cultivation of flowers and vegetables in hot-houses.

Industries, apart from those associated with fishing or with farming, occupy some of the inhabitants. Factories manufacture shoes, clothes and machinery, some of the last-named being imported. But the sea and the land are still the basis of the island's economy.

Iceland was reputedly included in the Ultima Thule of the ancient world. Until comparatively recently it was regarded by many people in Europe as a remote land. To-day this is an entirely false assumption. The island is an important staging-point on the air route between Northern Europe and the American continent. Icelandic air companies operate services across the Atlantic and to northern Europe and Britain. London is now only a matter of a few hours' flight from Reykjavik by Viscount airliners.

The war contributed to the changes in the island. First British and then American troops were stationed there. Since the war America has maintained a permanent military air base. Although at one time the *Althing* wished the Americans to be withdrawn, agreement was later reached with Washington for them to remain. This brings one to a curious aspect of Iceland—its military forces. It is not quite correct to say that it possesses none, in spite of being a member of NATO. There are a few small armed patrol vessels under the administration of the Minister of Justice. These could be said to form a minute Navy. But there is no Army and no Air Force, and to all intents and purposes no military budget. A remarkable and unique phenomenon among civilised nations of to-day.

According to some reports, the importance of Iceland's strategic position in NATO planning is now being more fully appreciated by the people and a change in outlook is taking place. There are schemes for some sort of military training for national defence in time of emergency. Certain of the inhabitants are said to view such developments with disquiet, believing that politically the old isolation might be more beneficial than closer union with the West.

This is probably no more than a reflection of the age-old tradition of independence among the Icelanders.

A MARRIAGE: Bride and groom stand before the pastor in a church. Lutheranism is the established religion but the whole population enjoys religious liberty.

This is something which does not alter. Their distant ancestors arrived on the island in the ninth century A.D., being Vikings seeking to escape the tyranny of a despot in Norway. Almost at once they evolved their own system of free government. The *Althing*, which first met among the rocks at Thingvellir, can claim to be one of the oldest Parliamentary institutions by foundation in Europe. But for centuries it was suppressed by Norway and Denmark, who, in turn, took the island by force into their kingdoms.

Walking through the streets of Reykjavik or any other sizeable community, the traveller may be surprised at the number of book-shops. These are not a manifestation of a new tendency: they are merely an emphasis on a long-standing virtue. The standard of education has been high for many years. Most of the Icelanders were literate by the end of the eighteenth century. To-day, after compulsory primary education, many pupils go on to high schools, technical schools and the National University. Icelanders enjoy reading.

The atmosphere and tradition of freedom is one in which the British and the American visitor will soon feel at home. If, as the Icelanders admit, their land has little to show in the way of architecture or historical monuments, there is an abundance of fine wild scenery. There are no railways—another curiosity of Iceland is that the railway age has passed it by—but roads have lately been improved and extended. This change in internal communication allows the visitor to see modern Iceland in ease and comfort.

NATIONAL DAY CELEBRATIONS IN THE WESTMANN ISLANDS: A camp has been pitched and bunting hoisted to celebrate this occasion. Many of those gathered round the pool have come from the mainland to enjoy swimming contests and dancing and singing. The Westmann Islands, which are noted for their sea birds, lie off the south coast of Iceland.

IN THE LAND OF THE MIDNIGHT SUN: The solar rays are reflected in the sea during the summer night which is without darkness. The promontories at the extreme north of Iceland lie just within the Arctic Circle. Although the climate in winter throughout the island is often bitterly cold, the summers are usually remarkably mild.

"DON CARLOS"

A Lavish and New Production of Verdi's Opera at Covent Garden

It little matters that the real Don Carlos was a lunatic. Two established facts about his career have been irresistible to writers of tragedy. He was affianced to the girl whom his father, King Philip, later married, and he died in prison in mysterious circumstances. Assume this to add up to frustrated love and throw in a background of Liberty struggling against Despotism. Such a recipe has attracted many dramatists.

Verdi based his opera on Schiller's highly-coloured interpretation of intrigues at the Spanish Court. The Italian composer's *Don Carlos* is a splendid work but it is rarely performed, one of the main reasons being that it requires an exceptionally large cast of top-class singers. It includes an extra bass and an extra coloratura soprano. Covent Garden, however, has taken this obstacle in its stride and brought to the stage internationally-renowned principals from Australia, Britain, Bulgaria, Canada, Holland and Italy. Further, the Royal Opera House is including the first scene, in the Forest of Fontainebleau, which Verdi omitted when he revised his work in 1884.

In many other ways the current performances are a special occasion. Luchino Visconti is the producer, and it is his first production outside Italy. Under his direction Maurizio Chiari and Filippo San Just have designed the sets and costumes. Their lavish style is a reminder that Signor Visconti was famous for his films before turning to opera. Carlo-Maria Giulini, who is conducting at Covent Garden, is one of Italy's most distinguished conductors.

A RARELY PERFORMED OPERA IN LONDON: Fedora Barbieri, as Princess Eboli, sings in *Don Carlos*. Holding the musical instrument is Jeanette Sinclair (Tebaldo). Verdi's opera, which is rarely given owing to the unusual requirements for the cast, entered the current programmes at Covent Garden on Friday of last week. The production is by Luchino Visconti.

PRODUCER AND PRINCIPALS: Luchino Visconti talks behind the scenes with Gre Brouwenstijn, who has the part of Elisabeth de Valois, and Boris Christoff, who sings Philip II of Spain, often considered to be Verdi's greatest bass role. Audiences at Covent Garden are seeing Signor Visconti's first operatic production outside Italy, where he has established an international reputation at La Scala in Milan. He is also responsible for the sets and costumes.

LAVISH SETTINGS: A crowd gathers in the square in front of the Cathedral in Madrid. The elaborate décor and costumes and the star-studded cast make the *Don Carlos* at the Royal Opera House one of its finest productions in recent years.

On right—

THE GARDEN OUTSIDE THE MONASTERY: In the night scene Jon Vickers as Don Carlos, the heir to the Spanish Throne, is in the centre. To the right is Gre Brouwenstijn, as the Queen who was engaged to Don Carlos before she married his father. On left is Fedora Barbieri (Princess Eboli). Verdi based his opera on Schiller's play, which attempts to interpret political conflicts and love in the Spanish Court of the sixteenth century.

Home from the Caribbean

Princess Margaret Returns to London After Completing Her Extensive Tour at British Honduras

WELCOME HOME: Princess Margaret smiles and waves as she drives from London Airport after being welcomed by the Queen. She had returned in the same B.O.A.C. Britannia in which she had made the outward journey nearly three weeks earlier. The Princess had visited Trinidad and Tobago, British Guiana and British Honduras with short stops in Newfoundland, Jamaica and the Bahamas. In Port of Spain, Trinidad, she inaugurated the Federal Legislature of the new West Indies Federation.

THE LAST STAGE OF AN EXTENSIVE TOUR: Princess Margaret attends a State dinner at Government House, Belize, during her visit to British Honduras towards the close of her tour of the West Indies and Caribbean.

A CITIZENS' PARADE: The Princess, wearing sunglasses, watches a display of national dances when she attended the Citizens' parade and procession of Civic Organisations.

THE FIRST MEMBER OF THE ROYAL FAMILY TO VISIT BRITISH HONDURAS: Princess Margaret, accompanied by the Governor of British Honduras, Sir Colin Thornley, disembarks from the Harbour Master's launch *Sea King* during a visit to Fort George Wharf, in Belize. In the background are some of the gaily-decorated small craft which assembled along the route taken by the Princess's launch during the journey across the water. Her Royal Highness had arrived in British Honduras after flying from British Guiana by way of Montego Bay, Jamaica. Although she had a comparatively free week-end, the rest of her stay in British Honduras was filled with many engagements. These included the Citizens' parade, the State dinner and reception, and the opening of the North Circular road which she named as "Princess Margaret Highway."

Restoration at Blenheim

Work Now in Progress on the Stonework of the Palace

For some years cracks in the exterior stonework of Blenheim Palace have been causing great concern. A systematic restoration of the whole building has been planned and work is now under way. Taking nearly ten years to complete, the restoration is being financed by a Government grant and by the Duke of Marlborough. It is thought that much of the damage has been caused by the inclusion by the original builders of iron clamps in the stonework. Water has penetrated to these clamps and the subsequent rusting has led to deterioration and splitting. As well as this there has been erosion by the weather.

Blenheim Palace, which is the seat of the Duke of Marlborough, was built near Woodstock, in Oxfordshire, in the eighteenth century. Designed by Sir John Vanbrugh, a grant of £500,000 was made towards its construction by Parliament. It was originally constructed out of Taynton stone, but it is not certain whether enough of this can be obtained for the restoration. Instead, Clipsham stone will probably be used, although it will not quite match the original stone.

In length 348 ft. along the main front from wing to wing, Blenheim is famous for its magnificent interior, as well as its imposing and massive frontage. Unfortunately, late in the nineteenth century its priceless collections of gems and paintings were largely dispersed by auction. The grounds were mainly laid out by Capability Brown. Marlborough was granted the mansion and the estate of Woodstock in which it stands in recognition for his victories in the Low Countries, and especially the Battle of Blenheim.

THE NORTH FRONT: Scaffolding covers Blenheim Palace, in Oxfordshire. Restoration of the whole building is planned. Taking nearly ten years to finish, the work will be financed by a Government grant and by the Duke of Marlborough. The mansion—one of the most famous in Britain—was designed by Sir John Vanbrugh, the architect and dramatist, and took over 30 years to build.

A DISMANTLED STATUE: Workmen hold pieces of one of the statues, which has been eroded by wind and rain. The palace was originally built of Taynton stone but much of the stone used in the later stages of construction was inferior and has since deteriorated.

REPAIRING THE DAMAGE: Workmen remove part of a carved capital from a pier during the work on the North Front.

CRACKS IN THE STONEWORK: A statue on the North Front of Blenheim Palace is badly eroded and needs restoration.

THE NEED FOR RESTORATION: A workman points out where rusted iron clamps have burst open the stonework high above the main entrance in the North Front at Blenheim. It is planned to replace the iron clamps where this is necessary with bronze ones.

ROYAL OCCASIONS

A Round of Varied Engagements for Members of the Royal Family

THE QUEEN AND THE DUKE OF EDINBURGH ATTEND A GALA CHARITY PERFORMANCE OF "MY FAIR LADY": *Left*—Her Majesty smiles at the crowded auditorium as she takes her seat in the Royal Box at Drury Lane. Behind her sits Prince Philip and on his left Princess Alexandra. *Above*—Backstage, the Queen and the Duke talk to Stanley Holloway, who plays the part of Doolittle, the dustman. In the background is Rex Harrison, who has the role of the single-minded professor of phonetics. Altogether thirteen members of the cast were presented to Her Majesty. In addition Mr. Alan Jay Lerner, who wrote the book and lyrics; Mr. Moss Hart, the director; Miss Hanya Holm, the choreographer, and Mr. Cecil Beaton, the costume designer, were also presented. The performance was in aid of King George's Pension Fund for Actors and Actresses, which was expected to benefit by about £6,000. For the occasion Her Majesty wore a full-length dress of glittering silver and white, an ermine stole and diamond tiara. It was her first public engagement since her recent indisposition.

A BOUQUET FOR THE QUEEN MOTHER: It was presented by seven-year-old Anne Cleary during Her Majesty's two-day visit to Lancashire and Cheshire. On the left is Dr. Edith Summerskill, M.P. for Warrington. A highlight of the visit was when the Queen Mother went 186 ft. up a tower of the Widnes transporter bridge.

CHILDREN SURROUND THE DUKE OF EDINBURGH: Schoolchildren press round Prince Philip during his visit to the site of the new playing fields at Wanstead Flats, Essex. About 1,000 children broke through the cordoned-off area where the Prince's helicopter landed. His proposed tour of the site had to be abandoned.

THE QUEEN MOTHER VISITS KING EDWARD'S SCHOOL: Her Majesty is accompanied by Mr. G. S. Humphreys, the headmaster (on left), and Mr. Gerald Coke, the treasurer, during a tour of the grounds of the school at Witley, in Surrey, of which she is President. The party is passing the sanatorium, with the school chapel prominent in the background.

The World of Books

AN UNCONVENTIONAL SOLDIER

David Stirling and the S.A.S.; Germany, Hitler, and the Mayerling Affair; Voyage Up the Amazon; A. P. Herbert's New Novel, and Other Fiction

IN the list of unconventional soldiers who are also remarkable warriors, David Stirling's name came very high during the last war. For one thing, he was only a lieutenant when he founded the S.A.S., or Special Air Service, and, for another, he led that force into the strangest of combats. Fitzroy Maclean, the fabulous "Popski" (who knew a good deal about private armies himself), and Churchill praised him without reserve, the latter quoting Byron to call him "the mildest mannered man that ever scuttled ship or cut a throat." But perhaps the best tribute was from Rommel, who wrote:

"The very able and adaptable commander of the desert group which caused us more damage than any other British unit of equal strength. They succeeded again and again in shooting up supply lorries behind our lines, laying mines, cutting down telephone-poles and similar nefarious activities."

THE PHANTOM MAJOR (Collins. 16s.) is the story of David Stirling's war told with tremendous spirit by Miss Virginia Cowles. Her book is more exciting than any fictional work of adventure and a splendid record of a man who added a new and permanent regiment to the British Army.

Germans and Austrians, their political behaviour, their youth and their loves are the subjects of the next three books. THE UNQUIET GERMANS (Michael Joseph. 21s.) is by Mr. Charles Thayer, an American diplomat with a lifelong knowledge of the German language and many years' experience of the people themselves. Mr. Thayer has already written two books that were light-hearted in manner, though serious in content, about diplomacy in Russia and Germany: the present book shows traces of his amusing manner and original mind, but it is a serious report on the Allied occupation of Germany and the process of denazification. His knowledge is first-hand and his style crisp and to the point. Writing candidly of failures and mistakes among the Allies as well as the ex-enemies, he gives a not too rosy picture of what the future holds for the Germans in their relation to us and the rest of Western Europe. Frank and readable.

HITLER'S YOUTH (Hutchinson. 16s.) is a reconstruction, by Dr. Franz Jetzinger, of the first eighteen years of Adolf Hitler's life in Austria, and it is the result of ten years of patient research, endless questioning and the seeking out of those people who might give first-hand information. The result is a reasoned and impartial survey of the influences, both at home and among his friends, that helped to shape Hitler's character. Many points of interest emerge. For instance, it cannot be proved at present, but there is a strong likelihood that he had a strain of Jewish blood. Again, he failed three times in as many years to report for military service, was posted as a deserter and was finally rejected by the military authorities. In 1925 he was, at his own request, deprived of Austrian nationality and had, two years earlier, staged the abortive *Putsch*. Throughout the book Dr. Jetzinger is at pains to compare the "official" lives of the Fuehrer with his own findings, and remains admirably balanced in his judgments. The translation has been made by Mr. Lawrence Wilson.

THE ROAD TO MAYERLING (Macmillan. 25s.) is yet another exploration of the facts and theories which make up the mysterious affair in the Vienna of 1889, when the Crown Prince of the Habsburg dynasty was found shot dead in a hunting lodge with a pretty, well-born girl lying dead beside him. Plays, films, novels—one might count them in scores—have been based on this tragedy. There are also the more sober evaluations and among these one might place the present book by Mr. Richard Barkeley. The story itself is, unhappily, not unique. One has read its counterpart many times in newspapers: the married man, the secret love, the hopeless situation and the double suicide which seems the only way out. In this case the circumstances were such that the story became world property as fast as communication could travel, and has remained, although a perpetual enigma, a matter of continued speculation. Mr. Barkeley relates what is known of the affair and adds his interpretation. Thorough research makes this book both authoritative and absorbing.

A couple from South London, who describe themselves as ordinary people but who undertook a couple of *extra*-ordinary voyages, have written about their experiences in JUNGLE DOWN THE STREET (Phoenix. 21s.). Jack and Avril Grant White started with the idea of taking a cruise to Portugal, but ended up in the Amazon country. They returned to England only long enough to acquire four cameras, appropriate films, a tape recorder and a guitar before going back to South America to make a 5,000-mile journey into the heart of the Brazilian jungle. Written with a certain unemotional flatness, but full of odd information and good humour. Plenty of photographs, some jolly and at least one superb.

Sir Alan Herbert's MADE FOR MAN (Methuen. 15s.) ushers in the new novels this week with a certain flourish which, in a writer so often serious in intention and so unfailingly witty in expression, is just as it should be. A.P.H.'s new book is about the Church's attitude to second marriages, and the cause which the writer is championing through his collection of highly articulate characters is, again, one on which he feels strongly. An admiral has a daughter, innocent and godly, but the Church does not permit her marriage to be celebrated in the building where she has worshipped so many times. Accordingly, the admiral goes into battle with all guns firing and, by the end of the book, has altered the course of a few lives and hopes to have started a change in a few statutes. Highly entertaining and all the better for being so evidently a Novel with a Purpose. Some hilarious scenes, too, which by no means detract from the author's intentions.

"APPLE-TREE, WINTER": The picture by Cavendish Morton is one of ten he is showing in an exhibition of paintings by East Anglian Artists and Members of the Norwich Twenty Group at the Galerie de Seine in London. The other two exhibitors are Jeffery Camp and Leslie Davenport. Mr. Morton is well known to readers of "The Sphere" for his illustrations which have often appeared on our pages. He was born in 1911 and now lives in Eye, Suffolk, where he was Mayor in 1946-47. The exhibition closes on June 7.

THE DIRECTOR (Gollancz. 15s.) is announced as being very topical, and so it is, in the sense that hush-hush research stations for guided missiles are topical subjects, but its value as a novel lies only partly in that circumstance and far more in the less immediate, ever-enduring values of family relationships, the love of a man for a woman and the responsibility of a man to his colleagues. The centre of the problem is that an intelligent, humane man, the director of the station, has a brilliant German scientist under him, a man who is lonely but devoted to his work and to the director's daughter, who he hopes to marry, with the director's blessing. Sudden the director is requested to sack the German becau powerful American interests have traced an old Co munist affiliation in his record. Witch-hunting at its mo lethal result, and the head of the establishment is left come to terms with his conscience. Mr. Alan Thomas h written a study in personal and patriotic loyalties th is very moving and a sharp shock to complacency.

Miss Barbara Goolden's SWEET FIELDS (Hein mann. 15s.) is concerned with a family; unconvention vital and, at first glance, a loose assembly of individual As the story develops, however, it becomes clear that is the need for family love and solidarity which actua each separate problem. The joys and sorrows a emphasised in exactly the degree by which the children the parents can hope for some form of loyalty. Touchi and, as always with Miss Goolden's books, true in i evocations of childhood and adolescence.

WHEN THE BOUGH BREAKS (Hodder an Stoughton. 16s.), by Mr. Otis Carney, is about a marria threatened by security. Here is a young married couple each of them suffering from the fact that their parent will always provide the essentials of money and homes she rebelling rather unattractively, I thought, agains the situation, and he, more timidly clinging to th *status quo*. The setting is the Middle West at i most prosperous and Country Clubbish, and th impact of the study in married relations is slightly muffled by the gorgeous drapes.

DUNBAR'S COVE (Hutchinson. 16s.) is anothe aspect of America, as recorded by Mr. Borden Dea in his tale of small farmers and their struggle t preserve their land in the face of Governmen requisition. The land is where an immense scheme of dams and irrigation is to be erected—a plan which will bring fertility and promise to many, but heart-break to a few old-established, modest land-owners. Mr. Borden Deal puts their case with compassion, little bias and a good deal of force. His novel belongs somewhere in the great tradition of native American writers, concerned with realistic por trayal of their scene.

FUTURE TO LET (Heinemann. 15s.) has tha same compassion, for this is Mr. Jerzy Peterkiewicz's novel about some fellow Poles living in London, planning for the day when their country will regain its greatness. Respecting and liking such English friends as they make, they continue to act wholly within their own national frame of behaviour with little reference to the country where they are, as they hope, temporarily harboured. Funny, sad and extremely endearing.

THE ONCE AND FUTURE KING (Collins. 25s.) is an assembly of the four full-length books which make up Mr. T. H. White's Arthurian epic. For connoisseurs of his writing, his humour and his original cast of mind this will be enough recommendation. In fact, I already own two copies against the time when borrowers will inevitably appear. Recommended for wit, fantasy and a magical picture of England in the days of which Malory wrote. "I have tried to look at it," writes Mr. White, "through the innocent eyes of young people." It is his triumph that he has succeeded.

Vernon Fane.

OCEAN ADVENTURE

A Romantic Voyage in the South Seas

James S. Rockefeller, Jnr., whose relationship to the single-minded breeder of fabulous fortunes is not explained to the reader, has written a gay get-away-from-it-all book remarkable for good writing and the charm of the unexpected. MAN ON HIS ISLAND (Jarrolds. 18s.) is the title, and the South Seas provide the setting. In the ancient sloop *Mandalay*, which he found with her paint fissured and peeling in a New England estuary alongside a rickety dock, he made this romantic voyage. *Mandalay* was, of course, "dolled up" for the great adventure, and Mr. Rockefeller picked up a blithe spirit called Tony, who accompanied him to the Galapagos, Tuamotu, and all points east. This is a most personal story, not at all what amateur seafaring men expect in this line of literature; it can only be described as a brilliant *potpourri* of the Pacific with just a touch of James Mitchenor, a dash of Negley Farson, a hint of Thor Heyerdahl, and a great deal of James S. Rockefeller, Jnr.

Over a long distance, and over an immensity of time, New Zealand has been cut off from her neighbours. As a consequence, most of the indigenous living things in the islands are peculiar to that country alone. Indeed, New Zealand's extraordinary isolation has been a dominating factor in her destiny, and no other habitable land of comparable size was so late to receive human inhabitants. These factors have clearly fascinated Marjorie Appleton in writing her account of this far-off and lovely land. She calls her book THEY CAME TO NEW ZEALAND (Methuen. 30s.), and proceeds to explain right from the very outset why the islands remained for so long outside the world's ken. During the first great age of discovery, Europe's indomitable explorers found their way across vast expanses of the world's oceans, and in a generation almost trebled the known dimensions of the world. But they did not touc New Zealand. The reason was that seamen who staye away too long got scurvy and until it was conquered th second great age of discovery, ushered in by Cook, coul not finish the work so enterprisingly begun.

Marjorie Appleton tells her story in a wonderfull interesting way. While there have been many books o New Zealand history, notably Shrimpton and Mulgan *Maori and Pakeha*, this is the first that has viewe its history, its topography, its natural history, and i development generally in one all-embracing effort. It a most inspiring tale and we can be grateful that suc a skilful writer, with such a grasp of the facts, shoul have turned her mind to the task.

Roving the desert on special tasks was an importan feature of the North African sector in the Second Worl War. The New Zealanders, the Rhodesians, and me from the Yeomanry regiments were all "dab" hands a it, but, strangely enough, the most carefree, exuberan successful and unconventional of all were the Regular from the Brigade of Guards who formed G Patro The area of desert which they dominated was roughl 1,200 miles by 1,000; in terms of Europe, from Par to Odessa and from Oslo to Marseilles. In this generou but largely featureless stamping ground they operate with extraordinary skill, and Major Michael Crichto Stuart has told the story of their work without embellish ment, for it needs none, but with a wealth of knowledg

LORD CHIEF JUSTICE

I never care to read the biographies of living men in high position. For obvious reasons such publications cannot possess some of the essentials of true biography. A certain amount of *suppressio veri* is quite inevitable, criticism is bound to err on the side of gentleness and, in any case, the whole story cannot be told. I was therefore relieved to find that LORD GODDARD ; HIS CAREER AND CASES, by J. Glyn Jones and Eric Grimshaw (or vice versa) (Wingate. 16s.), is not in that category. Into what category it falls I cannot decide. The combination of two writers appears to confuse its purpose and to spoil its sequence in time. Its title, too, is misleading, for in his long career the Lord Chief Justice has been concerned with scores of important cases while this book deals at some length with only four, and those sensational, excerpted from Notable British Trials. One or both the authors are clearly strongly opposed to the Lord Chief Justice's consistent opposition to the abolition of capital punishment and of corporal punishment in certain cases, and, indeed, reach the conclusion that his obstinacy greatly contributed to making the Homicide Bill the messy and inconsistent Act it is to-day. If Lord Goddard had been less " difficult," they argue, the death penalty would now be totally abolished and "everybody satisfied." That, of course, is a point of view, but hardly relevant to a character study. None the less, the authors, critical as they are of some of the Lord Chief Justice's *ex cathedra* pronouncements, succeed in striking a reasonably impartial balance and leave with us an impression of a very great Chief Justice whose signal honesty, enormous industry and knowledge of the Criminal Law have made him a figure greatly admired, if controversially regarded. The Lord Chief Justice is said to abhor publicity. I do not know if he took a co-operative part in this study, which, if propagandist, is not lacking in authority.

A MODEL FOR POLITICAL MEMOIRS

Lord Percy of Newcastle died before the publication of his last book. I regret this very much. He certainly deserved to read the praise of discerning reviewers. The seventh Duke of Northumberland had a family of seven sons and six daughters. Several died untimely. Much was expected from the eldest. The fourth, Alan, succeeded as eighth Duke. The seventh, Lord Eustace, was author of SOME MEMORIES (Eyre and Spottiswoode. 21s.) and of another quite important book. If this large family was brought up in the old order and in strict evangelicalism, these surroundings produced remarkable results. Honesty of conviction, clear and logical thinking, forceful expression, an impartial judgment which in the furtherance of their careers erred perhaps on the side of modesty, even humility, and handicapped those who survived, by the very strictness of their ideals in a competitive and rather blatant age. In dialectic, they might perhaps have been called robuster Cecils. Eustace Percy had his experience of diplomacy, and of political office, principally at the Board of Education and under Baldwin, with whom he was in intimate association. His balanced study of Baldwin's character, virtues and failings, is particularly valuable, if only for the reason that it is quite untinged with Party politics. Both were honest, unassuming men, and if they differed on Baldwin's " worst political mistake," Lord Percy's choice supplies an excellent corrective note on Lord Lloyd. Biographers, past and future, must adjust or shape their historical judgments of men and matters by recourse to this admirably-written book. **John Gore.**

as he was for a time the Patrol's commander and followed its fortunes throughout. G PATROL (William Kimber. 21s.) is out-of-the-way modern military history fully deserving this excellent and exciting record.

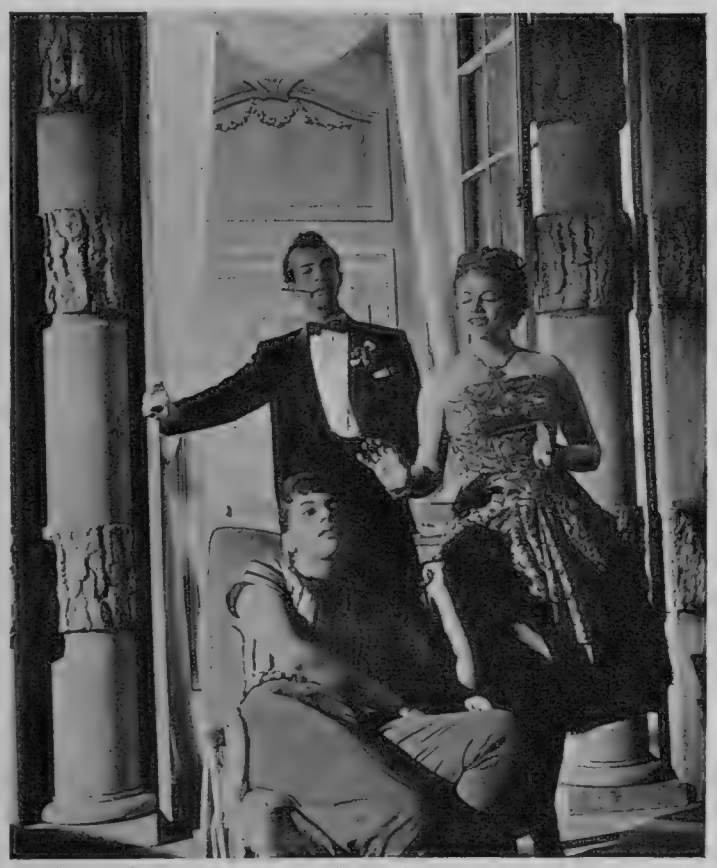
Books about animals exert a perennial fascination, particularly if the animal in question be young, lovable and feminine, and the reader be British, irrespective of age or sex. Soondar Mooni is a young elephant (Indian, of course) of beautiful disposition, and Mr. E. O. Shebbeare's biography of her has all the enchantment of Kipling's *Jungle Book*. SOONDAR MOONI (Gollancz. 18s.) is the work of a distinguished naturalist who spent thirty-two years in the Indian Forest Service, and during all this time he was in wild elephant country and also working with trained elephants.

C. B. Williams' INSECT MIGRATION (Collins. 30s.) is the latest addition to the New Naturalist series, and is something of a pioneer book, for it is only in recent years that scientists have truly realised the significance of the migratory habit throughout the insect world. Dr. Williams' own personal observations and adventures in remote corners of the world make this book both important in its field and of the greatest interest for the general reader.

Gabriel Faure's THE ITALIAN LAKES (Nicholas Kaye. 35s.) is a charming addition to that lavish travel series *Les Beaux Pays*, which has gained an international reputation with its fine illustrations and production. This edition is translated by George Millard.

R. C. E.

"AND YOU FLY THROUGH THE AIR LIKE PETER PANSY?": Kurt (second from right), insults Ron, the ballet dancer (right), in a scene from Terence Rattigan's *Variation on a Theme*. Left to right, the other characters are Fiona (Felicity Ross), Hettie (Jean Anderson), Mona (Mavis Villiers) and Rose (Margaret Leighton).



THE IDLE RICH: As Mona, an ageing socialite enjoying her alimony on the Riviera, endeavours to talk to Fiona, Rose Fish's teenage daughter, Adrian, the bored gigolo, waits impatiently for them to return to their game of cards. This scene is from the play which started its run last week at the Globe Theatre in London.

The theme of Mr. Rattigan's new play at the Globe Theatre in London is *La Dame aux Camélias*, Dumas's old, tearful story of Marguerite, the courtesan, who died for love of a pure young man. The variation is the transference of the story to modern times. Marguerite becomes Rose Fish, who has risen from the ranks of Birmingham typists by way of four husbands and their alimony to the glitter of life at Cannes. Playing this long, emotional part is Margaret Leighton. Armand, the pure young man, becomes Ron, the self-pitying young ballet dancer.

Discovering for the first time that somebody needs her, Rose falls in love with him and discards her fifth intended husband, Kurt, a German millionaire who made his money on the black market. Her attempt to renounce Ron is spoken into a tape recorder (a variation on La Dame aux Camélias's letter of farewell). Ron returns, however, and finally Rose, although seriously ill, goes off with him for a last few gay weeks. The part of Ron is played by Jeremy Brett, that of Kurt by George Pravda.

A MODERN VERSION OF LA DAME AUX CAMELIAS

A LONG WAY FROM BIRMINGHAM: Margaret Leighton, as Rose, discovers that Ron (Jeremy Brett) comes from her home town, Birmingham.

TEACHING THE BALLET: Fiona, the self-sufficient, aloof teenage daughter, poses delightedly on Ron's shoulders, as he teaches her some of the steps from one of the ballets which he dances.

PROGRESS IN INDUSTRY AND ENGINEERING—*A Weekly Survey of Achievement in Britain and Overseas*

THE SOCIAL CLIMB OF DRIP-DRY SHIRTS

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

EARLY this year, among the array of elegant shirts, sombrely opulent ties and bolts of superfine material set out in the shop window of perhaps the most exclusive shirtmaker in the Burlington Arcade, there appeared a handsome white shirt with a label discreetly intimating that it was made of cotton that did not need ironing. True, the label was at pains to add that the material was woven especially for the shirtmaker, emphasizing that this new offering was as exclusive as the rest of his wares. Nevertheless, the significance of the phenomenon was not to be missed. Socially, the drip-dry cotton shirt could be said to have arrived.

It had not taken long: about two years, in fact, to cover the social distance from the East End of London, where its commercial climb began, to the West End. This is not simply a matter of the kind of people who buy it, though as it happened drip-dry shirts were originally aimed at a mass audience, and particularly at young men. (It would not be the first time since the war that male fashions sold first to the uninhibited young of the Charing Cross Road have later been adopted, quietly and without acknowledgement, in St. James's.) The spread has been geographical: it so happens that probably the best known of the "drip-dry" cotton finishes, one now on exhibition at Britain's Hall of Invention in the Brussels Fair, was first made up in a factory in Brixton.

It was in October 1955 that the first "non-iron" shirt, made of "Toplin" material, was marketed by a young London business man, Harry Rael-Brook. His company was founded little more than seven years ago, with only two workers: now it has 600-700 and is still expanding. To-day this firm has three factories busy in London turning out a wide range of "non-iron" or "minimum-iron" shirts. The brand is made under licence in most of Western Europe, India, and South Africa, and exported direct throughout the Commonwealth.

As the first supplier of shirts to apply the drip-dry, non-iron principle, Rael-Brook encountered a good deal of opposition, and even to-day the precise virtues of applying such finishes to cotton shirting are still the subject of a good deal of controversy among technical experts in the trade and among consumer protection organisations. This conservatism is very natural. Nevertheless, consumers across the globe are buying more and more "drip-dry" cotton clothing and underwear, and most of the major producers of cotton shirting, in particular, are offering garments with similar finishes.

The innovation, primarily, was one of marketing: realising the demand for a certain kind of product, then asking the technicians how best to produce it. This has been a dominant pattern of innovation in the older-established textile industries of recent years. Most of the processes developed to impart new qualities to the conventional fabrics have been worked out in response to specific requests from the commercial end of the business. Since the war, in particular, this commercial pressure has been intensified by the qualities offered by newly-competing synthetic fabrics, and the steadily-growing share of the market that these new fabrics have been securing.

The drip-dry shirt in this context is a logical answer to the nylon and "Terylene" shirts which first gave the customer the idea of a shirt that he could wash himself in a hotel bathroom, leave to dry overnight and wear, moderately immaculate, in the morning. There was a time not so long ago, just after the war, when the travelled businessman wore his nylon shirt, unobtainable on this side of the Atlantic, rather proudly. Like that tie of rather bolder pattern than he would ordinarily choose, it advertised without boasting the fact that he had recently been in the United States. To-day nylon shirts (and trips to America) are less rare, and far wider in variety.

Preferences for particular fabrics are matters of taste, and of varying experience and conditions. Moreover, in considering the newer synthetic materials, and for that matter, the new cotton finishes, individual taste is always likely to be somewhat out of date, simply because the fabrics are being improved and changed—and nowadays mixed—in bewildering variety. There is a vast difference between the nylon shirts first obtainable after the war, which were liable to be transparent and not very porous, so that one sometimes looked to be dressed in greaseproof paper and in warm weather sometimes felt like the melting pound of butter inside it, and the wide selection of porous nylon weaves of to-day. And the tendency that some of the synthetic fibres showed at first to manifest an electrostatic attraction for dirt, so that at a few points it seemed almost impossible to clean away specks of grime, has now been largely removed by special finishes and treatments.

In cotton, experts feared that certain of the finishes that can be used to remove the need for ironing might either wash out quickly or might weaken the wearing qualities of the poplins treated. But there has been steady improvement, both in the chemical treatments and in the design and manufacture of the garments to take advantage of the special properties of the cloth.

Many men, whether or not they have tried every possible variety of fabric made from the man-made fibres, tend to prefer the "feel" and texture of conventional cotton materials. This has been a powerful selling-point for the drip-dry cotton shirtings. The various resins with which these materials are treated—which close up the inter-molecular spaces, making the material less able to soak up water—do not significantly affect this feel. The chemical treatments used vary. To a certain extent it is possible to increase crease-resistance in fabrics by the construction and nature of the weave, as in "seersucker" materials and voiles.

Among men's shirts, again, the drip-dry cottons began with a powerful price advantage. Though nylon and "Terylene" shirts have come down in price and the drip-dry process has steadily been applied to shirts of higher and higher quality, the cotton shirts are still on balance cheaper. In many cases, they have a better appearance than synthetic fabrics. There are no relevant statistics yet to show how the competition is going. But it seems doubtful whether shirts made of synthetic materials have yet topped about one in five of all those sold, while sales of drip-dry cotton shirts, many retailers report, have recently been growing the more rapidly.

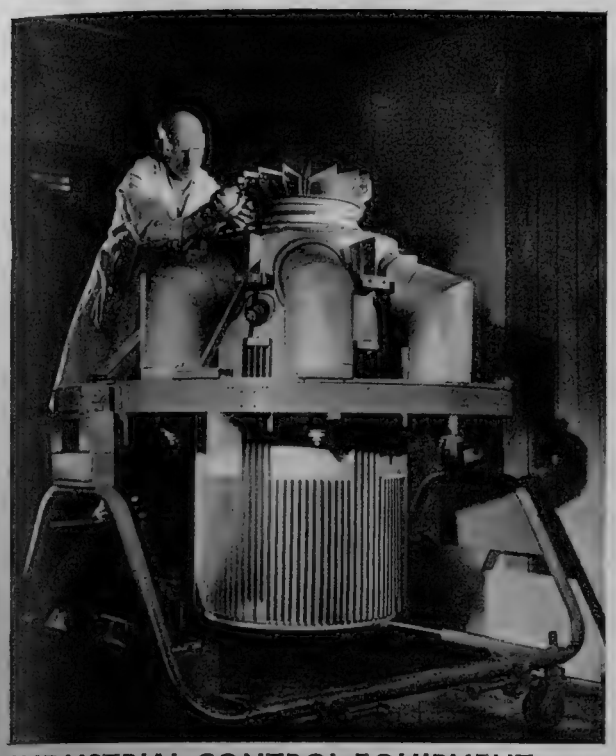
For the manufacturers of all three types, it has been vital to mature their products as fast as possible beyond the class of the "gimmick." The drip-dry shirt has had wonderful publicity over the years as the ideal garment for the traveller, commercial or on holiday, who only needs to take one shirt; but most men, most of the time, are not travelling. It is really the shirt customer's wife who, in the jargon, needs to "be sold." The wider appeal of these shirts and other garments, synthetic or treated natural fabrics, is to the housewife who does her washing at home and who dislikes the time and labour spent in ironing.

To satisfy the housewife, the special qualities of these materials must last, and the garments must wear well. The useful life of such garments is measured in the number of washes they can bear and retain their original qualities. Makers of drip-dry cottons, accepting that their fabrics will be washed much more often than ordinary materials, still claim that these will stand up to some hundreds of washings. There are certain types of clothing—for instance, men's socks—where the synthetic fibres such as crimped nylon are making substantial inroads into the field of the natural fibres. In the "outerwear" field, the current trend is towards blends of the synthetic fibres with natural ones. But in men's shirts—as, indeed, in women's cotton dresses, where these new qualities are being added to the inherent qualities of the older fibres in the matter of dyeing and printing—the natural fibres seem for the present to be holding their ground, and reconquering some of the disputed "No Man's Land" of the market.

MECHANICAL HANDLING EXHIBITION

Mobile cranes dominate the scene at the Mechanical Handling Exhibition at Earls Court, in London. The exhibition closes to-day (May 17). On the right is a Jones Crane built by the George Cohen 600 Group; the 100-ft.-long jib has been lined with glass fibre cloth with fluorescent lighting inside it down the whole length. On the left is a Coles diesel-electric mobile crane of Steel Engineering Products Ltd. with an 80-ft.-long jib. As well as the exhibition a Materials Handling Convention is being held at Earls Court.

PROGRESS IN INDUSTRY AND ENGINEERING—*A Weekly Survey of Achievement in Britain and Overseas*



INDUSTRIAL CONTROL EQUIPMENT

At a three-day symposium held at Stafford for several hundred engineers, The English Electric Company had on display a comprehensive range of mercury arc converters for reversing drives used in the steel and mining industries, and for the power equipment of electric locomotives. The picture above shows the high degree of accuracy which is necessary in matching the cathode plate to the inverted rectifier before it is vacuum-welded. First demonstrated in 1932, converters for reversing drives have since been applied in a wide variety of heavy industries where it is necessary to change A.C. supply to D.C. to ensure precise speed control on a motor. An everyday use is the control of electrically-operated lifts.

On right—

Workmen are busy on the gigantic wing of a Boeing B-52G heavy bomber which is being constructed at the Wichita, Kansas, plant of the Boeing Airplane Co. A portion of the wing will house major fuel tanks for the aircraft and after it has been completed powerful overhead cranes will move it to the final assembly area to be joined to the fuselage. Behind it is another wing section and in the background is the final assembly area where Boeing B-52F models are in various stages of completion, destined for the United States Air Force. The B-52G is a developed version with substantially increased range of the B-52A Stratofortress. This is an eight-jet high-wing heavy strategic bomber with a wing area of about 4,000 sq. ft. It is thought that the B-52G will be used to carry various types of guided missiles.

CONSTRUCTING A GIANT AMERICAN BOMBER

A HIGH DISCHARGE OVERLOADER

For making concrete for a Birmingham sewer contract, Turriff Construction set up a Stothert and Pitt trolley batcher unit to produce 40 cub. yards per hour. To feed this unit, Turriff used a special 26-ft.-high discharge overloader made by the Merton Engineering Co., Ltd. The four hoppers contain a cement silo, two grades of aggregate and sand. The trolley is filled with the correct proportions from the hoppers which are then emptied into the bucket of the overloader. This is then put into reverse and discharges the mixture into another separate hopper, under which mixing lorries are driven.

THE SLOTTED ANGLE ON SHOW AT BRUSSELS

The British company Dexion Ltd. is associated closely with Belgian Dexion S.A., in the creation and construction of the Dexion International Pavilion which is situated in the Belgian section of the Brussels Universal and International Exhibition. The pavilion, the superstructure of which is made of a combination of Dexion Steel 225 and Steel 300, consists of three display rooms, an observation platform, an information room and a lounge. It was built by eight men in three weeks, using 39,000 ft. of Dexion. In the first display room visitors see what the Dexion system of construction is and how it works; in the second the many uses of Dexion are seen, and in the third is a map showing the world-wide coverage of the organisation. Over 30,000 ft. of Dexion 225 and 300 is in use elsewhere in the Belgian section. It is also being used in the kitchen of the restaurant in the top sphere of the Atomium.

PROGRESS IN INDUSTRY AND ENGINEERING—*A Weekly Survey of Achievement in Britain and Overseas*

RAILWAY MODERNISATION

In the Eastern Region of British Railways pre-electrification work is in progress along several lines. In addition, the Region authorities have a vast programme of modernisation as well as the routine maintenance work. The pre-electrification work is considerable and involves many men. Much of the work has to be carried out during winter week-ends, and on one Sunday a few weeks ago 3,000 men were involved in work in the Stratford (Essex) area alone, and this figure did not include the men engaged in signal work.

At present there are two electrification schemes in hand which are of particular interest to City workers. They are the lines from Liverpool Street to Chingford; Enfield; Hertford East and Bishop's Stortford, and from Fenchurch Street to Tilbury and Southend (Central). The second scheme involves an extensive re-arrangement at Barking and is one of the most complex railway engineering projects ever carried out. Another improvement scheme in the Eastern Region has been the modernisation of the Temple Mills marshalling-yard at Leyton.

On the suburban lines out of Liverpool Street the electrification scheme is expected to be completed by 1960. The preliminary work is extensive and includes the reconstruction of bridges and the lowering of the track in tunnels to provide a greater clearance for the overhead wiring and pick-up apparatus on the trains. Where it has not been possible to convert the existing bridge, a new bridge has been built on trestles alongside the old structure and then rolled into position. In the case of the track itself, the drainage system is being overhauled and the rails are being prepared to meet the particular requirements of electric trains. In some instances thousands of tons of rubble are excavated before the re-laying of the lines.

PRE-ELECTRIFICATION WORK ON THE EASTERN REGION OF BRITISH RAILWAYS: Work is in progress on the reconstruction of a bridge over the Liverpool Street-Enfield line. The bridge carries the Cambridge arterial road and is being widened for the Ministry of Transport. The work forms part of the Region's vast electrification scheme.

CONSTRUCTION WORK AT BARKING, IN ESSEX: At this point on the London (Fenchurch Street), Tilbury and Southend (Central) lines, work is in progress in connection with an extensive programme of reconstruction. The scheme includes two fly-overs; a "dive-under"; new station buildings; a new signal-box to replace the present boxes; the transfer of the present goods yard and a new marshalling yard. The extensive work at Barking is expected to be finished by 1959.

RE-LAYING THE PERMANENT WAY: A 60-ft. length of prefabricated track is lowered into position on the scarified track-bed by a track-laying machine. The flat bottom rail weighs 109 lb. per yard. Track-laying is carried on in all weathers except fog.

On right—

ON THE LONDON MIDLAND REGION: The special measuring wheel is pushed along the line to assist in ascertaining the length of signalling cables required in connection with the electrification of the line between Crewe and Manchester.

BRIDGE RECONSTRUCTION BETWEEN MANCHESTER AND CREWE: The centre span of a three-arch bridge, near Sandbach, has been raised and reconstructed in reinforced concrete. It is one of eighty-eight bridges on the 31-mile stretch of line which have to be altered or partly reconstructed to provide for the additional overhead clearance required by electric trains. For safety reasons there must be an air gap between the high-voltage wires and the rolling-stock, and also between the wires and the bridge structure. At least 15 ft. 8 ins. clear headroom above the rail level is necessary.

HE'LL ARRIVE ALL RIGHT IN A 'FIBERITE'

'FIBERITE' quality sets the standard in modern case manufacture. Each case is a masterpiece of design, for every factor has been taken into consideration—the shape, size and nature of the product, and the length and nature of the journey it has to undertake.

And every 'FIBERITE' packing case represents the immense experience of Thames Board Mills, the largest manufacturers of solid and corrugated cases in the country. Their unique know-how ensures that your needs are interpreted in the most effective and economic manner.

THAMES BOARD

'FIBERITE' PACKING CASES

are made only by

THAMES BOARD MILLS LTD., Purfleet, Essex & Warrington, Lancs

The words 'Fiberite' & 'Thames Board' are registered trade marks

TB 55-10472

HEADLAMPS AND ROAD SAFETY

An Innovation from America; Superb Motoring with the Jensen 541R; The Rover Turbocar in the Science Museum; And Nylon All-weather Car Tyres

By "THE SPHERE" MOTORING CORRESPONDENT

HOW long, I wonder, before dual headlamps make their appearance on British cars? If you have seen any of the 1958 models of the better-known American cars you will know what I mean. They have *four* headlamps—a pair on both sides of the car. American drivers assure me the new dual headlights make a big contribution to road safety. They enable a driver to see better by giving more light in the right place while causing less dazzle for the approaching motorist.

The car headlamp has progressed from the first electric headlight of 1908 through the sealed beam in 1940 to the new "goggle lamps." These are designed specifically for upper and lower beams. When these are produced from one lamp some of their efficiency is sacrificed by the compromise involved. The main feature of the new dual system is the improved lower or "passing" beam obtained from one of the lamps in each pair. These lamps have two filaments, the most important of which has been designed to produce the best possible passing beam. The upper beam is produced by all four lamps. When all four are switched on, the secondary filaments in the two low-beam lamps supplement the beams from the two single-filament lamps to produce a composite upper beam.

I predict that British car designers will soon "borrow" this idea from the United States, just as they have adopted other transatlantic fashions, including independent front suspension, steering-column gear-change levers, panoramic windscreens, wrap-round bumpers, over-riders, automatic gear-boxes and overdrives.

I was sorry when the time came to return the Jensen 541R which I borrowed for a road test. Here is an outstanding car which offers superb motoring: fast, exciting—but safe. I can think of few sports saloons which offer better value for motorists with £3,000 to spare and who want a 100-m.p.h. car of striking appearance, with vivid acceleration, first-class comfort and impressive road-holding.

Let me make it quite clear, however, that this Jensen should be regarded as a two-seater with room in the back for two occasional passengers who would find the lack of head-room a little embarrassing on long journeys. But those back seats are ideal for children. The bucket seats at the front hold you in a firm, comfortable grasp; and there is plenty of leg-room.

I mentioned just now a figure of £3,000. Actually, the 541R costs £2,866 7s., including £956 7s. purchase tax. Among the car's many outstanding features are the rakishly-styled plastic body—the lightness of which helps to give the Jensen a favourable power-to-weight ratio—the flexible 6-cylinder Austin engine of 3,993 c.c. with twin carburettors and the Dunlop disc brakes on all four wheels. That Austin engine—the unit which powers the Princess limousine—offers plenty of power without needing to exert itself very much. You get the impression always that the car is performing well inside its capabilities. It gives a top speed of over 105 miles an hour in normal top gear and over 120 when using the Laycock de Normanville overdrive, which operates only on the top ratio of the four-speed gear-box.

The Jensen rockets to 100 m.p.h. from a standing start in just over half a minute. Yet it does around 18 miles to the gallon. Features of the Jensen I would criticise are: the synchromesh is not all it might be; the driving mirror is too small; the clutch, brake and accelerator pedals are too close together; the doors don't open wide enough, nor do they "stay put" in the open position; the control levers for the overdrive and turn indicators could be better placed.

The Rover Car Co. have presented their famous turbocar JET-1 to the Science Museum at South Kensington, London, where it will form part of a new transport section. This was the world's first turbine-engined car. It is based on a normal Rover chassis. They put the 200 brake-horse-power engine in the boot and fitted disc brakes to all four wheels. JET-1 had its first public showing in 1950. Two years later, on a Belgian motor road, it set up the world's first turbocar records. Its best speed was 151·9 m.p.h. over a flying kilometre. In 1951 the Rover Co. were awarded the Dewar Trophy for their pioneer work on turbocars.

On the day JET-1 was driven through the streets of London to its new museum home a Rover official told me: "The car has now served its purpose in our turbocar development programme. Work is continuing on T3, the small blue two-seater turbocar which we showed at the 1956 Motor Show and which was recently driven at our Solihull factory by the Duke of Edinburgh. The car will be used to help solve some of the many problems that must be overcome before a truly operational gas turbine car can be offered for commercial sale."

Increasing use is being made of nylon—claimed to be the toughest of man-made fibres—in the manufacture of car tyres. The Goodyear Co. has just put on the market nylon car tyres which are available to the ordinary motorist for only a few shillings more than tyres of orthodox manufacture.

"AN OUTSTANDING CAR WHICH OFFERS SUPERB MOTORING": The Jensen 541R gives a top speed of over 105 m.p.h. in normal top gear and rockets to 100 m.p.h. from a standing start in just over half a minute. The price, including purchase tax, is £2,866 7s.

This move follows the development in Britain of what the Goodyear people call their 3-T process. In case you are puzzled, as I was, by that term, let me tell you that the three Ts are Tension, Temperature and Time. The correct blend of these three factors produces a nylon cord which, when built into the walls of a tyre, give enormous strength and remarkable resistance to heat and stretch. This nylon cord is used for tubeless tyres as well as the old-fashioned kind which need an inner tube.

It looks like being a record year for Britain in the manufacture and exportation of cars. An excellent start was made in the first quarter when more cars were built and shipped abroad than in the first three months of any previous year. During the quarter 278,355 cars were built. That compares with only 233,970 in the first quarter of 1955, Britain's record year for car manufacture. Exports totalled 132,323, compared with only 90,677 in the first three months of last year, Britain's record year for exports. During the month of March cars were coming off the assembly line at the rate of 21,851 a week. Total for the month was 109,257. It was the first time the 100,000-mark had been passed in a single month.

In spite of these fine achievements the leaders of Britain's motor industry are a little anxious. They are not gloating and rubbing their hands with glee as they study their factory schedules. They are wondering how long the honeymoon will last. Looking across the English Channel they see their competitors in Germany and France increasing their car production at an even greater rate than themselves; and improving their export business all the time. But what worries the British car moguls more than anything is the 60 per cent. purchase tax imposed on all home sales. Their rivals on the Continent suffer no such handicap. To a greater extent than the British they are able to use thriving home markets as powerful springboards for their sales drives overseas.

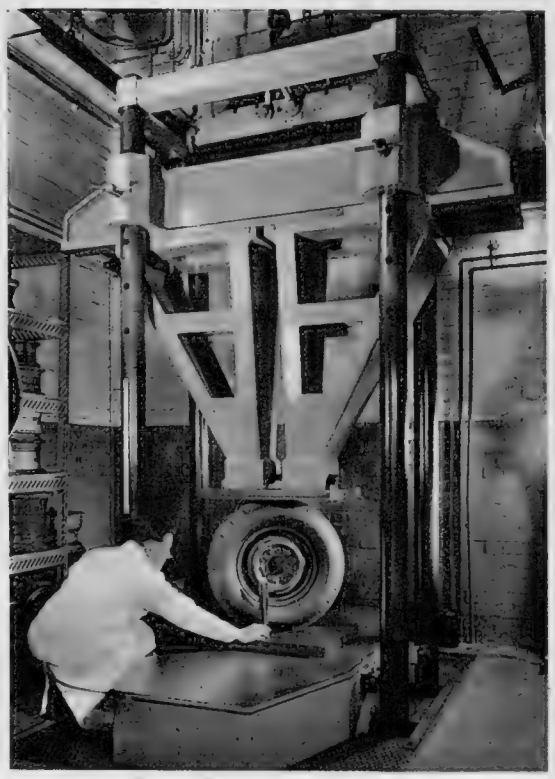
The Standard Motor Co. are holding more European rallies this year for U.S. buyers of their TR3 sports two-seaters. Like last year, plane-loads of Americans who have bought TR3s are flying to London to collect their cars. And they are again doing a quick motor tour of Europe before taking their British cars back on the boat to America. These spectacular rallies have been organised by the Standard Motor Co. in collaboration with the Triumph Sports Owners' Association of America.

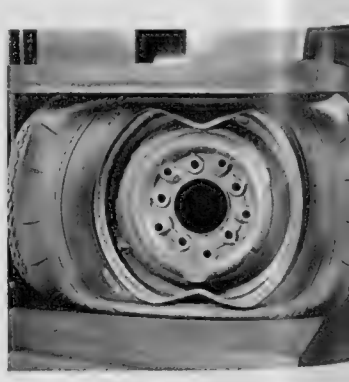
Aircraft chartered from B.O.A.C. have already this month brought over two parties of American buyers of Triumph roadsters. There were 181 of them, including friends. They came to collect 98 Triumphs bought for a total of 300,000 dollars. Only a few minutes after stepping out of their Britannia prop-jet airliners at London Airport, they drove away in their lively little two-seaters to start a 3,000-mile, 28-day tour through England, France, Spain, Italy and Switzerland.

Whatever you may think about the lorries which belch out evil clouds of black diesel smoke as they thunder along A 5 and the Great North Road, you will be interested in the new little diesel engine announced by Perkins of Peterborough. It is a 4-cylinder unit of only 1,621 c.c. developing 43 brake horse-power at 4,000 r.p.m. It is an engine which offers great possibilities for family saloons and light vans. I have tried out a Vauxhall Velox and a Ford Consul converted to run on this engine. They ran more quietly and flexibly than most of the diesel-engined cars I have tried, had a top speed of about 60 m.p.h. and, I am assured, do twice the mileage on the same quantity of fuel as a comparable petrol engine. A Velox conversion costs £224; that for a Consul £235. At these figures, it is claimed by the twenty-six-year-old Peterborough firm, a motorist who does 20,000 miles a year would be saving money.

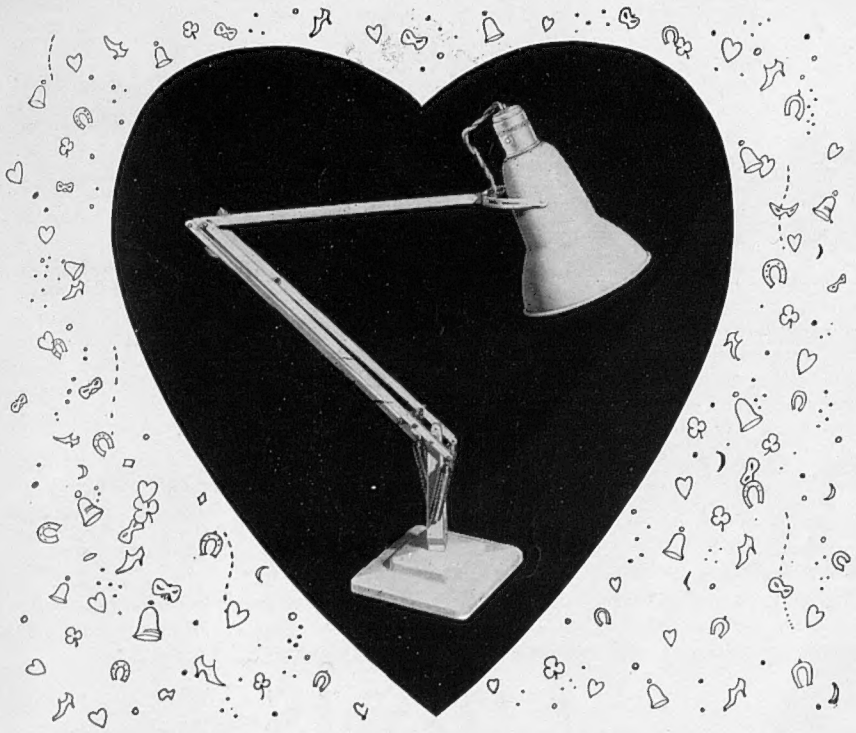
I have just been driving a car with the tiniest gear lever I have ever used: the TS300 fixed head coupé model of the incredible little Goggomobil from Dart-golfing, in Bavaria. This remarkably good-looking little two-seater has an electro-magnetic gear-box of the pre-selective type, controlled by an inch-long lever or switch in the middle of the dashboard. The clutch pedal is used in the normal way only to get the car moving from a standstill. At all other times you use it as a kick-down control to bring in the gear you have previously selected by moving that tiny lever on the facia. And it works very well, even when you leave the throttle of the little 293 c.c. two-stroke engine wide open.

The Goggo coupé gives a top speed of 60 m.p.h., has an economical performance and corners like an expensive sports car. Duty and purchase tax inflate the price of this elegant, lively little car on the English market to £625 7s. For £19 more a 400 c.c. engine is available.





A NEW TYRE UNDERGOES A TEST OF STRENGTH: The new Goodyear 3-T nylon all-weather car tyre is subjected to a crush test in a massive hydraulic press. In the picture *on left* the tyre is made ready in the press. *Above*—The pressure has reached 25,000 lb. and the rim of the wheel has crumpled under the strain. When the tyre was examined it was found that not a single 3-T nylon cord had been broken. Nylon cord is used for both tubeless tyres and those which need an inner tube.



It could have been another toast-rack...

. . . but a clever, thoughtful someone decided on an Anglepoise for their wedding gift: the lamp that puts Aladdin's in the shade. It's magic—the way an Anglepoise shines just where you want it to, and stays put. There's a bewitching range of colours to choose from: green, red or yellow, cream, cream and gold mottled or black. All-in-all, Anglepoise casts a spell of light and luxury in every home. So, if there's a wedding on the way . . .

Anglepoise *(from 97/7 at all the best electrical shops)*

'Anglepoise' is registered and made exclusively by

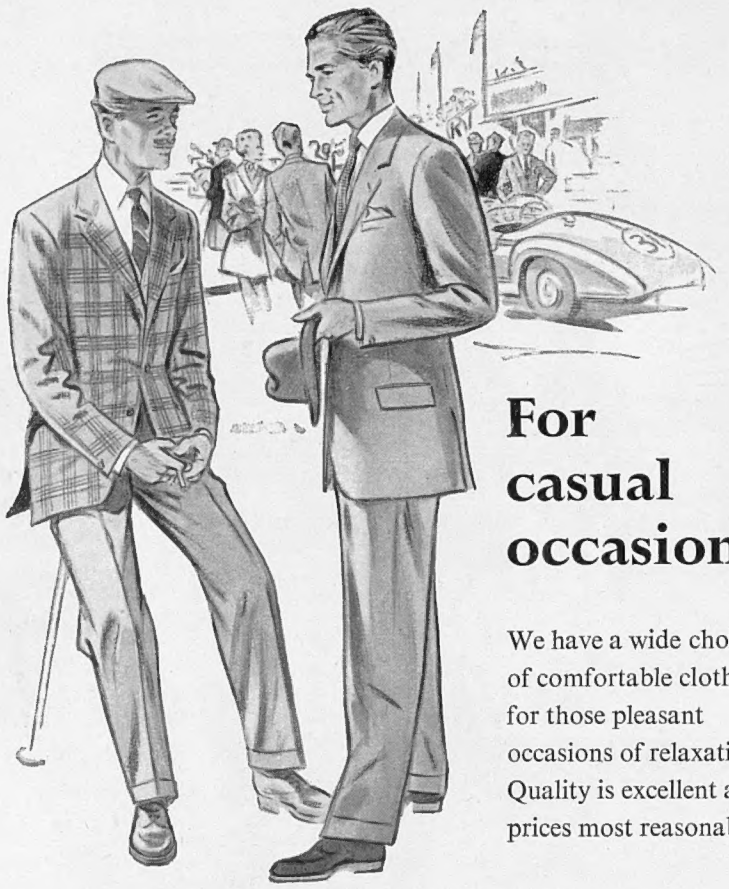
HERBERT TERRY & SONS LTD., of Redditch, Worcs.

(TA97/1)

Queen of Scots

MACDONALD & MUIR LTD

Distillers · Leith · Scotland



For casual occasions

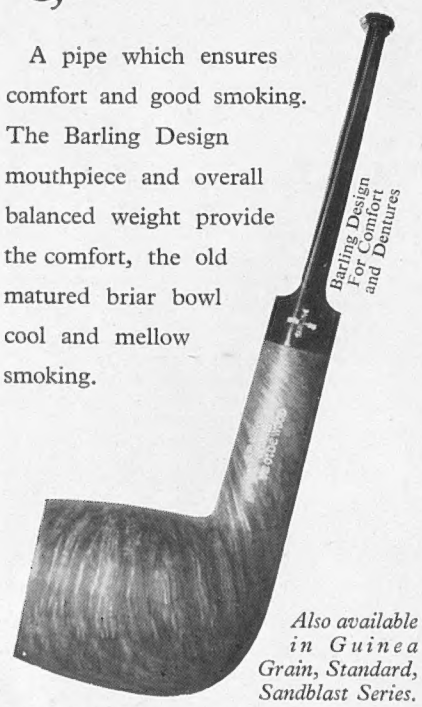
We have a wide choice of comfortable clothes for those pleasant occasions of relaxation. Quality is excellent and prices most reasonable.

MOSS BROS & CO. LTD
OF COVENT GARDEN W.C.2
THE COMPLETE MAN'S STORE

NEAREST STATION LEICESTER SQUARE · *TEMPLE BAR 4477*

Here is the famous BARLING

Ye Olde Wood



A pipe which ensures comfort and good smoking. The Barling Design mouthpiece and overall balanced weight provide the comfort, the old matured briar bowl cool and mellow smoking.

Also available in Guinea Grain, Standard, Sandblast Series.

ALWAYS INSIST ON A

Barling

LONDON 1812

B. BARLING & SONS LIMITED
PIPEMAKERS IN LONDON SINCE 1812

CHARLES THAYER

The Unquiet Germans

An important, timely and authoritative book on post-war Germany 21/-

MICHAEL JOSEPH LTD
26 BLOOMSBURY ST WC1

This is Operation BRITAIN

It is an organisation which exists to tell the world about Britain. It makes no profits and is independent of governments and political parties.

It has been formed by a group of men of wide experience in many different spheres of activity and of many shades of political opinion, who are united in their belief in Britain's future as a great nation. We in Operation Britain believe that to attain that future Britain and all her people need *now* a form of encouragement and guidance which can best be provided by an independent organisation commanding all the resources of modern publicity.

It is our belief that too little is known, either at home or abroad of Britain's tremendous achievements. At home, the inspiration of the past and our present successes are the best possible source of confidence in our future. Abroad proof of Britain's ability to lead the world in many fields is of inestimable value in increasing our trade with other nations. Proper presentation to the British public and to the world of such achievements will realize for us the prestige that this nation has earned, and the pride that we can justly feel in Britain's strength and in her qualities of greatness.

Operation Britain's function is not to preach, but to inform: not to exhort, but to encourage every member of our close-knit nation, each one of whom has a part to play in shaping our future. That future—if we all build together—is bright with promise.

These are the objects of OPERATION BRITAIN

To make clear the importance of thriving successful industry throughout the country, and, through it, an ever expanding export trade, if our present standard of living is to be maintained and raised still higher.

Further, to demonstrate the essential interdependence of our people of every type and occupation—men and women, young and old—who, in times of national emergency, have invariably shown their unity and determination.

To ensure that our own people—while made aware of our shortcomings—shall have the widest possible knowledge of our national achievements in the social, cultural, scientific and industrial fields.

To publish, from time to time, factual statements regarding our successes in overseas markets, and actively and positively to counter misrepresentations of Britain which are damaging to our national prestige, and thus, to our commercial opportunities.

To ensure that people throughout the world are no less well-informed than those at home regarding our national achievements in every field of human endeavour: and thereby to heighten the prestige of British products in vital export markets.

Thus, to reawaken pride in Britain's position in the world as a powerful force working for the good of all peoples and, through this more favourable climate of opinion, to raise further the morale of all engaged in commerce and industry.

British Achievement Speaks for BRITAIN

Write for details of corporate and individual membership of the organisation to:—

THE OPERATION BRITAIN ORGANISATION · 165 FLEET STREET LONDON EC4 · FLEET STREET 5011

Published Weekly by ILLUSTRATED NEWSPAPERS, LTD., Ingram House, 195-198, Strand, London, W.C.2, and Printed in England by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., Milford Lane, London, W.C.2. SATURDAY, MAY 17, 1958. Entered as Second-Class Matter at the New York (N.Y.) Post Office, 1903.

Firestone

Nylon "500"

for extra strength and safety

Nylon "500" is stronger, tougher, absorbs road shocks better.

Nylon "500" runs cooler, gives additional protection against blowouts.

Nylon "500" costs only a few shillings more.

Nylon "500" gives greater safety.

Nylon "500" Tubeless tyres are available in popular sizes.

EXPERIENCE COUNTS

44 Factories throughout the world. Firestone total sales exceed £1,000,000 per day.

DRIVE SAFELY

Firestone TYRES – consistently good

You're free as air

For a wonderful, wonderful sun-warmed holiday where everyone is gay and life and good living run smoothly you cannot better the days you spend at the METROPOLE in Brighton.

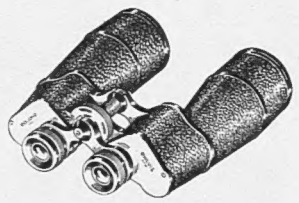
Every kind of entertainment flourishes in Brighton from fun on the beach to sophisticated theatre and Brighton's historic magnificence is well matched by the comfort, good service and fine food of the equally magnificent

METROPOLE

BRIGHTON

Details in full and reservations from the resident manager: BRIGHTON 24041

Have you ever looked through a modern Binocular?



You will be very impressed with the clarity and excellent detail, also the remarkable ability of a modern prismatic glass to "see" in poor light. Coated lenses and prisms and scientific construction are responsible for this, giving excellent contrast in the subject being viewed.

We cordially invite you to see the range of DOLLOND BINOCULARS which provide a glass for every sporting activity. Prices from £10 to £57. May we send you our FREE 32-page BINOCULAR CATALOGUE? This includes Binoculars by Dollond, Ross and Barr & Stroud, and Dollond Telescopes.

DOLLONDS

28, OLD BOND ST., LONDON, W.1.

Tel.: HYDe Park 5048

SKYHI "MINOR"

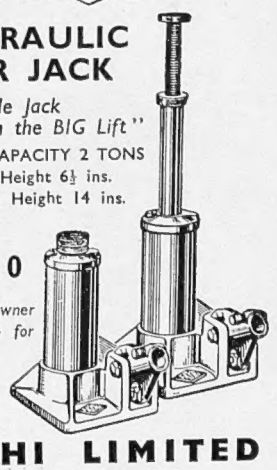
HYDRAULIC CAR JACK

"The Little Jack with the BIG Lift"

LIFTING CAPACITY 2 TONS
Closed Height 6½ ins.
Maximum Height 14 ins.

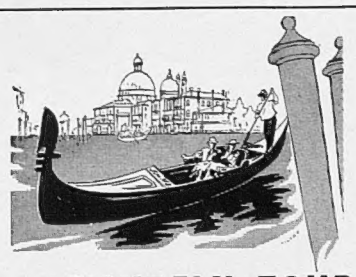
PRICE **£6.8.0**

Every car owner should write for details



SKYHI LIMITED

SKYHI WORKS
WORTON ROAD, ISLEWORTH, MIDDX.



THE **LEISURELY TOURS**

No rush—No long runs—No very early starts—No late arrivals.
A Fascinating Programme.
Finland, Arctic Circle and Russia.
Mountain Hotels & Alpine Flowers.
An Ideal fortnight in Portugal.
Scandinavia, Fjords and Capitals.
Moorish Spain and Tangier.
Portugal and North Spain.
Italy, the Perfect Way.
Sicily and South Italy.
Greece and Turkey.
The Vienna Tour.
Lovely Austria.
(From 71 gns.) Ask for Brochure "S"

LAMMIN TOURS LTD

67, Blenheim Terrace, London, N.W.8
*(ABTA) — Tel: MAI 4321 (or Agents)

EST 1790

(REGISTERED TRADE MARK)

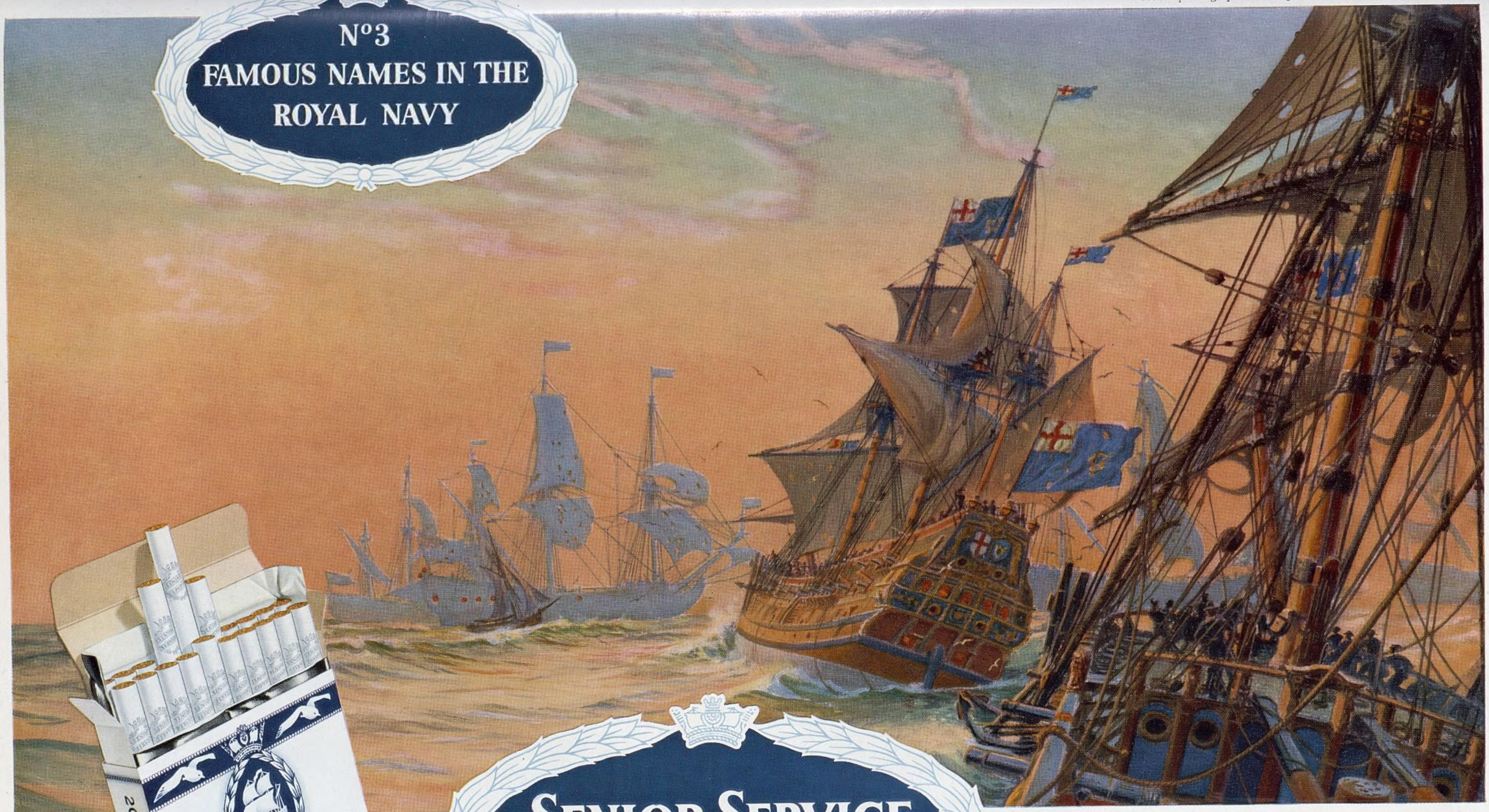
SANDEMAN SCOTCH WHISKY

The King of Whiskies

SANDEMAN & SONS LTD., EDINBURGH

From a painting by Harold Wyllie, O.B.E., Society of Marine Artists

Nº3
FAMOUS NAMES IN THE ROYAL NAVY



SENIOR SERVICE
Satisfy

The present flagship of the Reserve Fleet is the latest
to bear the honoured name of H.M.S. VANGUARD.
One of her forerunners wore Nelson's flag at the Nile,
and an earlier one served with distinction in the actions ranging
from Portland to the Gabbard in defence of the English coast.
Our artist's reconstruction shows
Admiral Jordan's flagship VANGUARD heaving to at sunset
after the Battle of the Texel in 1653.

TOBACCO AT ITS BEST · WELL MADE · WELL PACKED